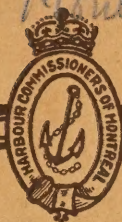
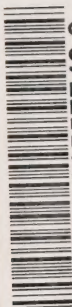


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The (HARBOUR of MONTREAL)



ANNUAL REPORT
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ANNUAL REPORT
OF THE
Harbour Commissioners
of Montreal

For the Year 1925



COMMISSIONERS:

W. L. McDOUGALD, President

EMILIEN DAOUST

MILTON L. HERSEY

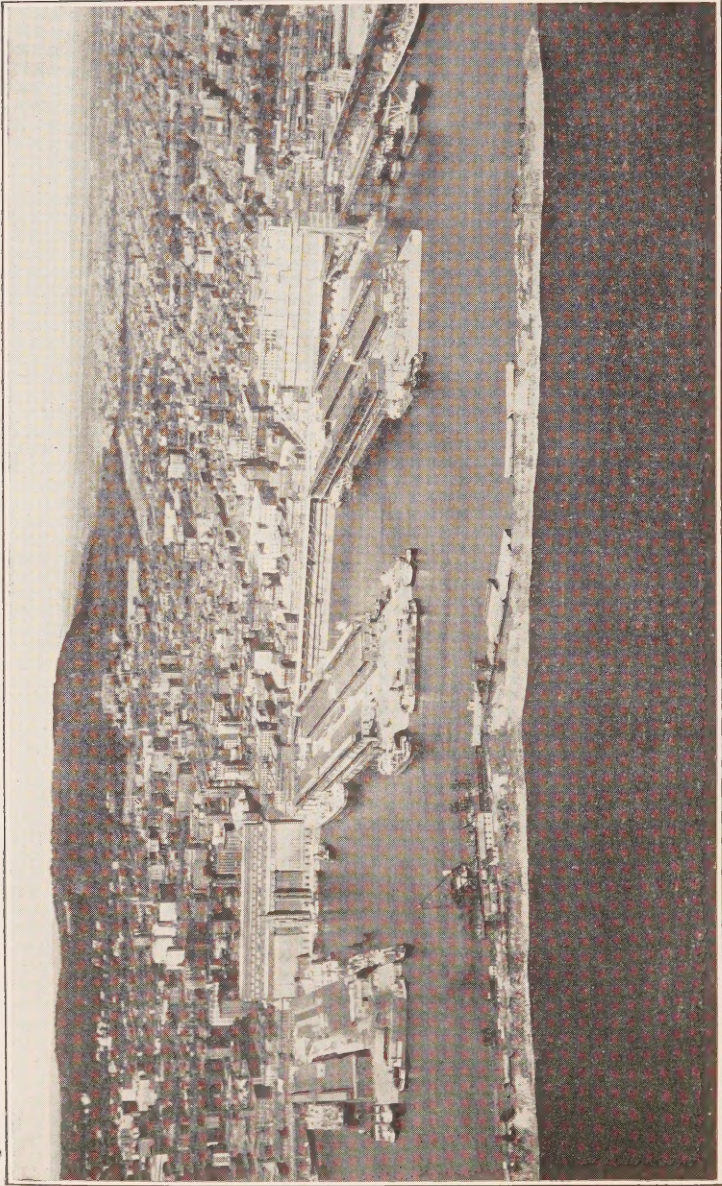


Photo by Fairchild Aerial Surveys

AIRPLANE VIEW OF THE CENTRAL SECTION OF THE HARBOUR OF MONTREAL

Harbour Commissioners of Montreal

MONTREAL, 1st April, 1926.

To the Hon. P. J. ARTHUR CARDIN, M.P.,
Minister of Marine and Fisheries,
Ottawa, Ont.

Sir:—

In compliance with Section 51 of the Commissioners' Act 57-8 Victoria, Chapter 48, the Harbour Commissioners of Montreal herewith respectfully submit their Annual Report of operations for the year ended 31st December, 1925.

We have the honor to be,
Sir,

Yours very respectfully,

W. L. MCDOUGALD, President.
EMILIEN DAOUST
MILTON L. HERSEY,
Commissioners.

IN PRESENTING their Annual Report for the year Nineteen hundred and twenty-five, the Harbour Commissioners of Montreal wish to express their recognition of the unfailing support and courteous co-operation of the Minister of Marine and Fisheries, the Hon. P.J. Arthur Cardin, and his Deputy Minister, Mr. Alexander Johnston, and the other officers of the Department at Ottawa, whose kindly interest has been of very material assistance to them in the solving of the many problems which they were called upon to deal with during the year.

Harbour Commissioners of Montreal

ANNUAL REPORT

1925

MONTREAL-SOUTH SHORE BRIDGE

As the last Annual Report was being issued from the press the Advisory Board of Engineers submitted their unanimous recommendation upon the physical and technical problems of site and location; whereupon the Commissioners determined to select the Delorimier Avenue site, which was done by unanimous vote and with the sanction of the Honourable the Minister of Marine and Fisheries. Details of the proceedings were accordingly incorporated in that Report though chronologically belonging to this present one.

Subsequently the Advisory Board was occupied for several weeks in the consideration of the various problems presented by the draft design and plans prepared by the Joint Designing and Consulting Engineers, Messrs. Monsarrat and Pratley and J. B. Strauss; and by the information developed by the borings and soundings coincidentally carried out upon the selected site. Interim reports were submitted to the Commissioners from time to time, type of structure was fixed and plans and specifications were so far approved and adopted as to enable tenders to be invited for that part of the sub-structure extending from St. Helen's Island to the South Shore. This section of the bridge, measuring 3,755 feet, which is of the deck truss type, embraces nine spans of 250 feet each, two spans of 200 feet, four spans of 150 feet, three of 125 feet; these supported by 18 piers and one abutment. Six tenders were submitted and, upon their examination by

the Designing and Consulting Engineers who unanimously recommended the acceptance of the lowest tender, that of Quinlan, Robertson and Janin, Ltd., a contract was entered into with that Company on May 22nd, for the completion of that part of the work by November 15th, 1926.

Engineering and navigation problems of some magnitude affecting that part of the bridge extending over the ship channel from St. Helen's Island to the North shore necessitated delay for investigating the conditions to be dealt with affecting navigation, including currents and ice, as well as the selection of the sites of the North and South main and the anchor piers and for determining the length of the channel span. These matters, after lengthy and assiduous consideration, were disposed of by the final report of the Advisory Board on plans and specifications in the month of August.

It is appropriate here to note that the primary function for which the Advisory Board of Engineers had been created, viz., to investigate and advise respecting site and type of structure and to check and settle plans and specifications, having been discharged, Mr. G. Herrick Duggan, a member of that body, tendered his resignation therefrom and this, in due course, was accepted. Mr. Duggan had acted not only as an individual member of the Board but had served also as its Consulting Engineer. In common with his colleagues on that body he had readily responded as a public duty to the call of the Commissioners and had placed at the public service his professional talents and the experience of a lifetime for a relatively nominal pecuniary reward.

The admirable team work displayed by the members of the Advisory Board has completely justified the method of procedure adopted by the Commissioners in thus safeguarding the public interest in respect to this great public utility, and it was resolved to continue the Advisory Board of Engineers as an active body during the period of construction.

Mindful of the limitations of individual genius even if supplemented by wide experience, the Commissioners were not willing to carry the responsibility of adopting plans until the principle of selection from amongst the various alternative

types recommended and the technical problems resulting having reference to the specific conditions to be dealt with were independently revised and checked in every salient detail by engineers of known high repute. As it has developed, the Commissioners feel certain that this procedure has been the means of insuring the maximum of value for the contemplated outlay together with assurance of a structure in which is combined every suitable utilitarian feature with all known safeguards. The Advisory Board not only exercising the function of revising and checking but collaborating with the Designing Engineers, there has been produced not a composite design evolved from and incorporating the features of the various competitive designs and plans submitted, but one entirely new and original. In this there have been excluded factors and details of doubtful utility, while factors of safety have been introduced which might have been overlooked if an individual design alone had been relied upon.

Every detail of the plans and specifications was examined by the members of the Board, as were also the forms of tender, and contracts were not closed by the Commissioners except with the sanction of the Board in respect to all technical details.

Tenders having been invited for the remaining or northern portion of the substructure and five contracting firms having submitted bids and proposals, the lowest tender, that of the Dufresne Construction Company, was accepted and a contract was entered into for construction of the north and south main and anchor piers, three piers on Ile Ronde and the foundations and retaining walls of the city approach. The piers supporting the cantilevers spanning the ship channel rise about 156 feet above low water level; the height of the steel superstructure above the pier level will be about 180 feet, making a total height above low water level of 336 feet.

Tenders for the steel superstructure were submitted by three corporations in response to public invitation. These tenders and proposals, having been made up upon the unit basis, were submitted for examination to the Designing and Consulting Engineers, upon whose recommendation the lowest

tender, that of the Dominion Bridge Company, was accepted and a contract accordingly entered into on October 2nd.

The superstructure of the South section, as above stated, is of the deck-truss type whilst the main feature of the north or City side superstructure is the single cantilever span over and across the main channel. Tentative designs included a cantilever suspension arch of 1,288 ft. span. Upon a more complete examination of the site, and upon consultations with the authorities and interests concerned with regard to the clear width of channel necessary for navigation requirements and after the results of borings in the bed of the river, carried out by the engineers of the Dominion Department of Public Works, were available, the Commissioners rejected the cantilever suspension arch and adopted the cantilever type with a clear span between the main piers of 1,097 feet. This provides a deep water channel 1,000 feet in width, while the head-room above ordinary high water, during the navigation season, to the under-side of the steel work is 163 feet, as compared with a high water clearance of 150 feet at the Quebec Bridge.

The entire structure, including the Pavilion on St. Helen's Island, is now under contract, and the various contractors are proceeding with their undertakings with suitable speed. Sureties have been furnished to the Commissioners by responsible corporations which cover all contingencies up to the completion of the structure.

Negotiations which were initiated tentatively during 1924 were actively pursued with the Government of the Province of Quebec and with the Municipal authorities of the City of Montreal for the assumption of an equal one-third each of so much of the annual interest and sinking fund charge as shall not be able to be provided for out of the net revenues from the operation of the bridge. The Commissioners were advised that an Order-in-Council had been passed by the Government of Quebec and that the requisite resolution was adopted by the Council of the City of Montreal in the terms of the requests made by them; and further that these would at a later date be implemented by requisite legislation. As was

indicated to the Commissioners by the responsible authorities, the proposal for participation by the Province and City upon the basis stated was sympathetically received *ab initio*, but as the same had to be submitted for sanction to the legislative bodies and as it was necessary for this purpose to reduce the proposal to concrete terms in dollars and cents, this obviously could not be done until plans and specifications were complete and actual contracts entered into based upon competitive bids. When this stage was reached the undertakings of the Government and of the City were sanctioned in due course and are effective.

The project has involved dealing with an operation of unwonted magnitude which is visualized to the critic as a whole; but which had to be worked out in its multitudinous details one after the other as they were reached. During the past year the Commissioners have succeeded in determining the hitherto baffling problem of site and they have done so upon grounds now everywhere conceded to be incontestably sound; they have developed and adopted a design and plan for the structure under the sanction of an able body of impartial and independent engineers; they have placed the entire structure under contract upon competitive bids with adequate guarantees which insure consummation and with all risk of loss covered; they have carried out an advantageous scheme of financing construction; and, finally, they have enlisted participation of the Provincial Government and the Municipality of Montreal on a basis which provides for ultimate extinction of the liability. The foregoing recapitulation entitles the Commissioners to feel that they have executed the mandate of Parliament with reasonable fidelity and celerity.

THE YEAR'S ACTIVITIES

The season of navigation 1925, with the details of which the ensuing pages deal, may be set down as a splendidly satisfactory one. From an operating point of view, it was the most successful year the Port of Montreal has ever had, and increases are recorded in the shipping which came to the Port,

both as regards number of vessels and their tonnage. Exports of grain gained a little over the high figure for all previous years reached in 1924, thus creating yet another world record and establishing beyond all question the right of the Port of Montreal to the title by which it is becoming more widely known in the market places of the seven seas, viz.: "the greatest grain port in the world."

Many interesting features of this grain movement will be found more fully detailed in the chapter devoted to the Grain Elevator System, and the conclusions there arrived at are directed to the attention of those who read this Report, and who are in any way interested in Canadian transportation problems.

A most notable increase was recorded in the tonnage of commodities which went out from, and came in to Canada via the Port of Montreal. The exports included a tremendous quantity of automobiles and parts, which were carried by practically all the regular lines running from Montreal to European ports, and to such distant points as New Zealand, Australia and South and West Africa. This is a movement which within the past few years has been developing into an important source of revenue for the carrying companies, and it is hoped that it will continue to expand.

The Port's business was affected in two distinctly different ways by the strikes which occurred during the year in the coal fields of Nova Scotia and Pennsylvania. The first named, which took place in the Spring and early Summer, caused a complete stoppage in the importation of coal from that region to the Port of Montreal, and it was not until the month of August that any Besco coal was noted in the import entries. Tremendous efforts were made thereafter, however, by the Company concerned to make up for lost time, with the result that a very heavy movement continued right up to the last few days of navigation, by which the total figure for the year was brought up to 571,246 tons, which compares not unfavourably with the 1,422,198 tons brought in during 1924, considering the unusual circumstances. The strike in the United States mines was responsible, to a certain



Photo by Fairchild Aerial Surveys
 AERIAL VIEW OF ELEVATOR NO. 2 AND VICTORIA PIER, HARBOUR OF MONTREAL

extent, for the tremendous increase which took place in the incoming movement of British hard coals. This Scotch and Welsh anthracite for domestic consumption has found great favour with the householders of Montreal and its hinterland. The development of this trade has been given every encouragement by the Commissioners, whose efforts at assistance are directed towards providing sufficient accommodation near the Harbour for storing considerable quantities of this coal. The effect of this development on the shipping situation in the Port of Montreal is referred to briefly in the paragraph on Shipping, and without touching on the angle of inter-Imperial trade relations, into which province it enters also, it may be said that a development such as this, which tends to lessen the possibility of the household coal supplies in the metropolis of Canada being at the mercy of the unstable conditions which have prevailed for some years past in the hard coal mining industry of the United States, is deserving of the support of everybody concerned.

The Cold Storage Warehouse had an excellent year, and although in 1924 the Warehouse was utilized to capacity right throughout the season of navigation, very satisfactory increases in certain commodities were obtained during the year under review, the most important of which was a gain of over 2,000,000 pounds in the quantity of meat stored. Fish registered the greatest increase, however, more than twice as much as in 1924 having been stored, and gains were also made in apples, butter, eggs, and poultry. Two extensions of refrigerated space were carried out at this plant during 1925, necessitated by the fact that the demand for cold storage space exceeded the available supply.

The Superintendent of Railway Terminals reports a new record for all time in his Department in the number of cars handled during the year, a fact which might be considered inevitable having regard to the larger business done in general merchandise, but which nevertheless calls for favourable comment. The four new 100-ton electric freight locomotives purchased during the Fall of 1924 were placed in operation during the season now closed, with conspicuous success. The

electrification of piers was completed, and the whole scheme is now within measurable distance of finality.

Constructionally, the year was quite a busy one, although the works undertaken were confined to wharf building, for the most part. The Engineering Department's report gives complete details as to this, and it is sufficient here to say that new wharves were constructed at Sections 33 and 38, while the old wharf at Windmill Point, which had been gradually falling into a state of decay, was refaced with modern type crib construction. This necessitated the dismantling of the old conveyor gallery at the Eastern end of Elevator "B," which was re-assembled at the pier head extensions so as to give vessels loading grain an additional belt with which to operate. To replace this section of conveyor, a new gallery has been designed, and will be erected during the Spring of 1926.

A new traffic office was constructed during the year at the foot of Berri Street, which has a commodious store room for the traffic and railway construction departments, and also houses timekeeping and outside clerical staffs. In this connection it is interesting to note a radically important development which has been made. The upper floor of this building has been equipped as a medical and dental surgery, which will have a physician and dentist in constant attendance throughout the season of navigation. In an undertaking so great as that of the Harbour of Montreal, where such a large number of men are employed day and night on manual work, it is inevitable that frequent accidents, small ones as well as more serious, occur all the time. In the past it was frequently found that if first aid could have been given immediately and proper bandages, etc., applied, much time would have been saved, and much suffering, resulting from delayed medical attendance, obviated. The hospitals in the city, too, have been in recent years taxed almost beyond capacity, and in many cases there has been an unwillingness to send ambulances when called for, unless the cases were of the most serious nature possible. All these things have been the driving force in actuating the Harbour Commissioners to make provision as

above outlined, and it is hoped that this progressive step in the interests of their employees will result in alleviating much unnecessary suffering, and will assist in keeping up the already splendid morale of the Harbour workers to its present high pitch.

SHIPPING

In discussing the affairs and the growth of Ports and Harbours, stress may be laid on such things as tonnage of general merchandise, quantity of grain exported, or coal handled, and the amount of revenue derived from the operations of the year. None of these things, however, so properly deserves the attention of the student of harbour development as do the statistical returns showing the number of ships which entered the Port, and their tonnage. That is the criterion by which seaports must, in the final analysis, be judged, and the Port of Montreal, during the season of navigation 1925, made a very satisfactory showing under this head. The complete returns are published in tables at the end of this Report, and it is sufficient to say here that the number of trans-Atlantic vessels increased from 988 in the previous season to 1,040 ships having a net registered tonnage of 4,744,793 tons. The tonnage of trans-Atlantic vessels in 1924 had been 3,597,147, so that the conclusion indicated is that the vessels were larger during the season under review. The average net registered tonnage per vessel during 1924 was 3,640 tons, while during the season just closed it amounted to 4,562 tons. The number of coasting vessels was 215, of a net registered tonnage of 359,520, the slight decrease in this classification from the previous season being accounted for by the strike in the Nova Scotia coal mines.

Of the total 1,255 ocean-going ships which came to the Port, 893 were British, while Norway was second in line with 124. Sixty Italian ships, forty-nine Dutch, forty-three Danish, twenty-five American and thirteen French were included amongst the total, and altogether sixteen nationalities were represented, the whole manned by 77,454 seamen.



OCEAN LINERS AND LAKE VESSELS AT THE ALEXANDRA AND KING EDWARD PIERS, HARBOUR OF MONTREAL

Photo by Fairchild Aerial Surveys

For some years past it has been noticed that the exports of grain from the Port of Montreal were divided about equally between the liners and tramp ships. Of these tramps which came to the Port for a cargo of grain, the vast majority came in light, which was a point used whenever attacks were being made on the Port of Montreal or the St. Lawrence River route by competitors or others not in its favour, the statement being made that the vessels had to make a trip in each direction in order to get a cargo in one. However, within the past year or so, the development of the importation of British coals to Montreal bids fair to remove this disadvantage to shipping, and during the season of 1925, ninety-four tramps, which came in fully loaded with coal, sailed out of the Port with a full cargo of grain. This will undoubtedly have a beneficial effect on the attitude of tramp ships to the Port of Montreal, and is in itself a development of prime importance. The total number of tramp ships which took out full cargoes of grain during the season was three hundred and thirty-one, so that almost one-third of this number had cargoes in both directions.

A development of particular interest this year was the export of cement from Montreal to Florida, to be used in the tremendous constructional activities being undertaken in that State at the present time. This business, although new, reached very large proportions during the season, twenty complete shiploads having gone out from the Port, amounting in all to 67,067 tons. While from the nature of the Florida development, this business will probably be of a temporary character, it is gratifying to know that Canada got such a large share of it, and the quality of this product cannot but be a valuable means of publicity for other products of the Dominion for which a market might be found in Florida.

FINANCIAL

The Statement of Income and Expenditure for the year 1925, hereto annexed, shows Income on Revenue Account of \$4,749,100.69, an increase of \$366,985.44 from the previous

year, mainly due to the increased income from the Grain Elevator System and Customs Wharfages.

The cost of Operation, Maintenance, Interest, Sinking Fund, etc., was \$4,593,035.33, an increase of \$352,527.23, leaving a surplus to the credit of Revenue Account for the year of \$156,065.36. The Interest Charges, which amounted to \$1,661,570.72, show an increase of \$113,314.76 on new loans, due to the continued carrying out of works of improvement.

The balance at the end of 1924 in the Sinking Fund Account was \$671,230.00, to which was added in 1925, \$397,500.00, making a total of \$1,068,730.00, to provide for retiring debentures of the Dominion Government as they mature.

At December 31st, 1925, the total amount of Debentures outstanding was \$44,550,000.00, all of which are held by the Dominion Government.

The Capital Expenditures during the year were as follows:—

Grain Elevator System.....	\$1,905,828.12
Wharves, Piers and Basins.....	1,304,940.00
Railways and Electrification.....	415,966.52
Real Estate, Hochelaga and Maisonneuve.....	382,330.86
New Plant, Shops, etc.....	310,630.79
Electric System and Hoists.....	77,374.97
New Transit Sheds on Piers.....	40,148.93
Storage Warehouse, additional Refrig'n..	21,431.37
	<hr/>
	\$4,458,651.56
Less: Credit on Dredging Account.....	10,574.22
	<hr/>
Total Expenditure on Harbour Account 1925.....	\$4,448,077.34
Expenditure on Account of South Shore Bridge.....	1,076,701.45
	<hr/>
Grand Total.....	\$5,524,778.79

GRAIN ELEVATOR SYSTEM

The Grain Elevator System of the Harbour Commissioners of Montreal, which consists of four modern grain elevators, having a combined storage capacity of 12,162,000 bushels, and a connecting system of conveyor galleries for delivering the grain to ocean vessels, is the most efficient organization of its kind. During the season of navigation 1925, the statistics of the department show that for the fifth successive year, viz., since 1921, more grain was handled through these four grain

elevators than at any other seaport in the world. More than this, the deliveries of grain reached the new high figure of 166,212,335 bushels for the calendar year, all of which, with the exception of some two million bushels for local delivery, was elevated, and weighed, and stored, and delivered to ocean boats between the opening of navigation on April 16 and the close of navigation on December 10. This tremendous volume of work was carried out with the utmost facility of operation, no breakdowns of any kind having occurred during the season, and this fact is in itself a tribute to the care and watchfulness of the operating and repair staffs of the system, and to the engineering excellence of the mechanical and electrical installations.

The statistical returns for the past three years are illuminating in respect to the proportion of Canadian and American grain handled through the Port of Montreal. In 1923, 86,403,459 bushels of Canadian grain passed through the grain elevators in the Port of Montreal, of which 64,131,724 bushels was wheat, together with 33,704,531 bushels of American grain, of which 25,434,339 bushels was wheat. In 1924 the figures were: Canadian grain, 95,054,716 bushels, of which 71,114,269 bushels was wheat, and American grain, 68,569,959 bushels, of which 46,817,002 bushels was wheat. In 1925 the Canadian grain amounted to 113,378,804 bushels, of which 64,770,611 was wheat, and the American grain amounted to 48,798,909 bushels, of which 19,130,201 bushels was wheat.

In glancing through the tables of figures for the various elevators, it is interesting to note that the tendency for the past few years has been an increase in the percentage of grain carried down from the lakes by boat, and a corresponding decrease in the movement by rail. Thus in 1923 there were 1,147 vessels which arrived from Port Colborne and the upper lakes, and they carried 74,631,578 bushels, while the cars received at the elevators numbered 27,631, and they brought down 45,476,412 bushels. The following year, 1924, the vessels increased to 1,606, with 112,020,615 bushels, and the cars remained about the same, viz., 28,276, with 53,118,784 bushels. In 1925 the vessels again increased to 1,637, and the



Photo by Fairchild Aerial Surveys

GRAIN ELEVATOR No. 3, SHOWING TARTE AND LAURIER PIERS. THIS IS THE NEWEST ELEVATOR
IN THE PORT OF MONTREAL

water-borne grain to 124,827,099 bushels, while the number of cars dropped to 19,554, and the rail grain to 38,974,626 bushels.

The slump in deliveries which occurred in August, 1924, when only 10,828,273 bushels were delivered, had no counterpart during the season under review, and the volume of outgoing movement was well maintained right through the season. October was the busiest month, the receipts amounting to 31,334,331 bushels, and the deliveries to 30,790,916, or an average of over 1,000,000 bushels taken in to the elevators and delivered out to vessels every day.

Grain Elevator No. 3, which went into operation for a few weeks before the end of the season of 1924, was utilized to capacity during the entire season of 1925, and was especially useful in loading tramp ships. Receipts at this new house amounted to 23,613,955 bushels, and deliveries to 23,531,682 bushels. Two hundred and twenty-nine canal vessels were unloaded there, and 3,420 cars.

The old method of unloading cars by power shovels is being superseded in the more modern grain elevators by the new principle of car unloading machines. There are four of these car dumpers in Elevator No. 3, and one at Elevator "B," and to bring the other Elevators in line with this development, the Commissioners ordered two new car unloaders for Elevator No. 1, and four for Elevator No. 2, the installation of which was carried on during the winter. These machines will be in readiness for the opening of navigation next year. The design was perfected by the John S. Metcalf Co., Elevator Engineers, Montreal.

The dangers of grain dust explosions occupied the minds of the Harbour Commissioners and their officials for a considerable period at the beginning of the year under review, resulting from the serious explosion which occurred at Grain Elevator "B" on 1st December, 1924. There had previously been a small explosion at Elevator No. 1 some years before, and it was felt that the enormous quantities of grain being elevated at the Montreal elevators constituted a very serious menace, to the elimination of which for the protection of life and pro-

perty the management gave their most painstaking attention. With this object in view, prominent authorities on the subject of grain dust explosions were invited to come and study the problem in the Port of Montreal, and illustrated lectures were given to the elevator employees, the intention being to educate these men in the precautions to be taken and the risks to be avoided. An investigation was conducted into the explosion at Elevator "B," and the finding arrived at was that while it would be impossible to remove the danger *in toto*, it could be reduced to a minimum by the simple expedient of providing adequate ventilation. The Commissioners accordingly put under way a system of protective devices, including automatic windows and shutters, together with vents in the roofs of the Elevators, and installed a dust collecting suction system in all the Elevators in the Port. The strictest warnings were issued to all employees against the use of unprotected flames of any description, and it is believed that dust explosions in the Port of Montreal in the future will be extremely unlikely.

In support of the contention so frequently made in this report and elsewhere of the pre-eminence of the Port of Montreal as a grain shipping centre, the following comparative table of exports from this Port and other Atlantic and Gulf ports will be interesting:—

1921	1922
Montreal . . 138,453,980 bus.	Montreal . . . 155,035,817 bus.
Galveston.. 94,173,049 "	New York.. 127,488,000 "
New York.. 84,698,581 "	Baltimore... 88,521,000 "
New Orleans 73,689,399 "	New Orleans 62,994,000 "
Baltimore.. 55,314,808 "	Philadelphia 60,327,000 "
Philadelphia 46,769,286 "	Galveston . . 17,646,000 "
1923	1924
Montreal . . 120,107,990 bus.	Montreal . . . 165,139,399 bus.
New York.. 97,022,200 "	New York.. 79,253,000 "
Baltimore.. 42,454,000 "	Galveston . . 27,311,050 "
Philadelphia 37,074,418 "	New Orleans. 23,548,749 "
New Orleans 22,793,801 "	Philadelphia 19,945,000 "
Galveston.. 10,556,000 "	Baltimore... 15,739,000 "

1925

Montreal	166,212,335 bus.
New York	120,554,009 "
Philadelphia . . .	41,669,000 "
Baltimore	30,389,000 "
New Orleans . . .	21,402,000 "
Galveston	7,327,000 "

In the foregoing statement it will be found that while the amounts of grain vary in each of the years given, and while the other ports change their positions in the list, the Port of Montreal will be found in first place from 1921 to 1925, which is all the more remarkable when it is remembered that it has only seven months of navigation in each year, while all the other ports have the complete round of the calendar to work in.

The following are the records of the grain Elevators for the year:—

SUMMARY OF GRAIN HANDLING—ELEVATORS
1, 2, 3 and "B"—1925

Date	C.N.R. Cars	C.P.R. Cars	Total Cars	Vessels	Receipts	Deliveries
January	82	72	154	....	218,355	552,898
February	29	23	52	....	74,614	859,743
March	14	10	24	....	39,133	714,136
April	655	537	1,192	13	3,609,115	2,066,998
May	2,469	1,347	3,816	221	25,305,786	27,922,917
June	1,705	342	2,047	187	18,092,314	17,018,185
July	411	531	942	246	19,476,542	20,735,807
August	151	348	499	279	21,628,356	21,377,472
September . . .	473	621	1,094	225	18,919,947	17,189,672
October	3,512	2,921	6,433	264	31,334,331	30,790,916
November . . .	1,607	1,505	3,112	179	22,760,832	25,938,135
December . . .	127	52	179	23	2,342,400	1,045,456
	11,235	8,309	19,544	1,637	163,801,725	166,212,335

SUMMARY OF GRAIN RECEIPTS—ELEVATORS 1, 2, 3 and "B"—1925

	Wheat	Oats	Barley	Corn	Rye	Flax	Other	Total
January.....	21,891	65,481	67,867	2,596	10,685	.....	49,835	218,355
February.....	7,262	37,514	18,897	7,901	.....	.....	3,040	74,614
March.....	2,927	31,876	2,379	.....	616	.....	1,335	39,133
April.....	1,277,550	1,385,559	375,581	1,563	538,251	26,775	3,836	3,609,115
May.....	10,589,435	9,531,333	918,264	1,000	4,164,460	100,522	772	25,305,786
June.....	9,734,458	5,734,112	648,387	262,803	1,597,359	115,195	.....	18,092,314
July.....	8,253,650	5,652,020	914,594	136,493	4,397,010	120,384	2,391	19,476,542
August.....	10,848,626	7,891,371	1,524,677	346,237	921,673	95,772	.....	21,628,356
September.....	8,142,965	4,441,700	5,052,360	148,266	1,032,214	74,383	28,059	18,919,947
October.....	21,301,434	4,418,067	5,060,898	67,981	331,016	138,248	16,687	31,334,331
November.....	14,417,318	4,790,425	3,102,220	17,323	263,996	136,452	33,098	22,760,832
December.....	841,421	822,730	440,458	130,601	31,621	70,703	4,866	2,342,400
	85,438,937	44,802,188	18,126,582	1,122,764	13,288,901	878,434	143,919	163,801,725

SUMMARY OF GRAIN RECEIPTS—ELEVATORS 1, 2, 3 and "B"—1925

	WHEAT		OATS		BARLEY		CORN		RYE		FLAX	OTHER	TOTAL
	Can.	Amer.	Can.	Amer.	Can.	Amer.	Arg.	Amer.	Can.	Amer.	Can.	Can.	
Janv....	20,441	1,450	65,481	.....	67,867	.....	.....	2,596	10,685	.....	.....	49,835	218,355
Feby....	7,262	.....	37,514	.....	18,897	.....	.....	7,901	.....	.....	.....	3,040	74,614
March..	2,927	.....	31,876	.....	2,379	.....	.....	.....	616	.....	.....	1,335	39,133
April....	1,020,582	256,968	1,357,328	28,231	375,581	.....	.....	1,563	270,322	267,929	26,775	3,836	3,609,115
May....	8,431,320	2,158,115	7,267,220	2,264,113	918,264	.....	.....	1,000	97,147	4,067,313	100,522	772	25,305,786
June....	5,191,199	4,543,259	3,988,508	1,745,604	648,387	.....	262,803	.....	163,474	1,433,885	115,195	.....	18,092,314
July....	6,444,173	1,809,477	3,896,211	1,755,809	914,594	.....	.....	136,493	969,558	3,427,452	120,384	2,391	19,476,542
August..	7,855,363	2,993,263	5,427,753	2,463,618	1,423,132	101,545	346,237	.....	589,864	331,809	95,772	.....	21,628,356
Sept....	5,778,742	2,364,223	1,362,073	3,079,627	1,538,770	3,513,590	.....	148,266	190,603	841,611	74,383	28,059	18,919,947
Oct....	18,825,999	2,475,435	2,652,583	1,765,484	3,565,872	1,495,026	.....	67,981	111,371	219,645	138,248	16,687	31,334,331
Nov....	12,449,479	1,967,839	3,909,327	881,098	2,647,921	454,299	14,972	2,351	123,780	140,216	136,452	33,098	22,760,832
Dec.....	766,106	75,315	534,310	288,420	351,969	88,489	.....	130,601	31,621	.....	70,703	4,866	2,342,400
	66,793,593	18,645,344	30,530,184	14,272,004	12,473,633	5,652,949	624,012	498,752	2,559,041	10,729,860	878,434	143,919	163,801,725

SUMMARY OF GRAIN DELIVERIES—ELEVATORS 1, 2, 3 and "B"—1925

	Wheat	Oats	Barley	Corn	Rye	Flax	Other	Total
January.....	99,343	309,510	27,910	84,046	.....	32,089	.....	552,898
February.....	409,283	377,564	25,082	41,777	2,732	.....	3,305	859,743
March.....	330,980	333,039	10,293	36,014	3,810	.....	.....	714,136
April.....	536,817	974,482	163,174	50,606	335,634	.....	6,285	2,066,998
May.....	9,979,304	11,100,170	1,327,288	57,942	5,226,173	113,163	118,877	27,922,977
June.....	7,643,471	5,820,590	676,809	115,716	2,622,617	129,328	9,654	17,018,185
July.....	9,986,568	5,475,518	960,597	211,647	3,987,265	95,400	18,812	20,735,807
August.....	11,107,615	7,235,180	1,397,113	114,192	1,402,616	120,756	.....	21,377,472
September.....	8,626,660	4,386,196	3,066,906	268,679	753,759	74,383	13,089	17,189,672
October.....	19,200,450	5,746,939	5,049,144	205,224	458,545	107,685	22,929	30,790,916
November.....	15,613,196	4,781,278	4,943,669	79,624	434,137	59,185	27,046	25,938,135
December.....	367,125	260,059	201,268	31,284	1,500	178,531	5,689	1,045,456
	83,900,812	46,800,525	17,849,253	1,296,751	15,228,788	910,520	225,686	166,212,335

SUMMARY OF GRAIN DELIVERIES—ELEVATORS 1, 2, 3 and "B"—1925

	WHEAT		OATS		BARLEY		CORN		RYE		FLAX	OTHER	TOTAL
	Can.	Amer.	Can.	Amer.	Can.	Amer.	Arg.	Amer.	Can.	Amer.	Can.	Can.	
Jan'y....	99,343	.....	309,510	.....	27,910	.....	82,950	1,096	.....	.....	32,089	.....	552,898
Feby....	374,283	35,000	377,564	.....	25,082	.....	40,729	1,048	1,335	1,397	.....	3,305	859,743
March...	259,058	71,922	333,039	.....	10,293	.....	33,441	2,573	3,810	.....	.....	.....	714,136
April....	360,288	176,529	974,482	.....	163,174	.....	43,137	7,469	1,350	334,284	.....	6,285	2,066,998
May....	7,865,858	2,113,446	8,838,874	2,261,296	1,327,288	.....	54,243	3,699	403,831	4,822,342	113,163	118,877	27,922,917
June....	4,663,767	2,979,704	4,304,015	1,516,575	676,809	.....	115,716	.....	124,182	2,498,435	129,328	9,654	17,018,185
July....	7,549,242	2,437,326	4,170,675	1,304,843	960,597	.....	139,160	72,487	956,754	3,030,511	95,400	18,812	20,735,807
August...	8,017,477	3,090,138	4,954,328	2,280,852	1,374,068	23,045	108,692	5,500	435,106	967,510	120,756	.....	21,377,472
Sept....	5,743,059	2,883,601	1,894,143	2,492,053	855,613	2,211,293	111,814	156,865	370,579	383,180	74,383	13,089	17,189,672
Oct....	16,845,945	2,354,505	3,182,283	2,564,656	2,767,050	2,282,094	158,675	46,549	80,899	377,646	107,655	22,929	30,790,916
Nov....	12,709,095	2,904,101	3,207,032	1,574,246	3,784,594	1,159,075	18,731	60,893	133,323	300,814	59,185	27,046	25,938,135
Dec....	283,196	83,929	260,059	.....	201,268	.....	15,555	15,699	1,500	.....	178,531	5,689	1,045,456
	64,770,611	19,130,201	32,806,004	13,994,521	12,173,746	5,675,507	922,873	373,878	2,512,669	12,716,119	910,520	225,686	166,212,335

**Summary of Grain Handling—Elevators 1, 2,
3 and “B”—Receipts—1925**

	Canadian Grain bus.	American Grain bus.	Argentine Grain bus.	Total bus.
January	214,309	4,046	.....	218,355
February . . .	66,713	7,901	.....	74,614
March	39,133	.....	.....	39,133
April	3,054,424	554,691	.....	3,609,115
May	16,815,245	8,490,541	.....	25,305,786
June	10,106,763	7,722,748	262,803	18,092,314
July	12,347,311	7,129,231	.....	19,476,542
August	15,391,884	5,890,235	346,237	21,628,356
September . .	8,972,630	9,947,317	.....	18,919,947
October	25,310,760	6,023,571	.....	31,334,331
November . .	19,300,057	3,445,803	14,972	22,760,832
December . . .	1,759,575	582,825	.....	2,342,400
	<hr/>	<hr/>	<hr/>	<hr/>
	113,378,804	49,798,909	624,012	163,801,725

**Summary of Grain Handling—Elevators 1, 2,
3 and “B”—Deliveries—1925**

	Canadian Grain bus.	American Grain bus.	Argentine Grain bus.	Total bus.
January	468,852	1,096	82,950	552,898
February . . .	781,569	37,445	40,729	859,743
March	606,200	74,495	33,441	714,136
April	1,505,579	518,282	43,137	2,066,998
May	18,667,891	9,200,783	54,243	27,922,917
June	9,907,755	6,994,714	115,716	17,018,185
July	13,751,480	6,845,167	139,160	20,735,807
August	14,901,735	6,367,045	108,692	21,377,472
September . .	8,950,866	8,126,992	111,814	17,189,672
October	23,006,791	7,625,450	158,675	30,790,916
November . .	19,920,275	5,999,129	18,731	25,938,135
December . . .	930,243	99,628	15,585	1,045,456
	<hr/>	<hr/>	<hr/>	<hr/>
	113,399,236	51,890,226	922,873	166,212,335

**Summary of Grain Handling—Elevator No. 1
Season 1925**

	Receipts bus.	Deliveries bus.
January.....	2,274	178,291
February.....	.....	450,511
March.....	.....	306,570
April.....	1,135,101	870,753
May.....	7,618,083	8,103,571
June.....	6,183,848	5,593,526
July.....	6,005,533	6,626,469
August.....	7,185,755	7,289,879
September.....	6,441,719	5,645,072
October.....	6,483,589	6,680,036
November.....	7,637,089	8,409,502
December.....	742,728	496,686
	<hr/>	<hr/>
	49,435,719	50,650,866

Receipts		Deliveries	
Water.....	42,308,261 bus.	Conveyor....	46,744,184 bus.
		Cars.....	2,343,429 “
Rail.....	7,127,458 “	Teams.....	1,563,253 “
		Bags.....	.....
	<hr/>		<hr/>
	49,435,719 “		50,650,866 “

First vessel unloaded April 27, 1925.
Last vessel unloaded Dec. 8, 1925.

499 steamers	} 526 vessels	—42,308,261 bus.
27 barges		
2,379 C.N.R. cars	} 3,519 cars	—7,127,458 “
1,140 C.P.R. cars		
	<hr/>	
	49,435,719 “	

Receipts		Deliveries	
Can. Grain...	38,360,747 bus.	Can. Grain...	39,055,769 bus.
Amer. Grain..	11,074,972 “	Amer. Grain.	11,595,097 “
	<hr/>		<hr/>
	49,435,719 “		50,650,866 “

Summary of Grain Handling—Elevator No. 2 Season 1925

	Receipts	Deliveries
January.....	178,736	373,476
February.....	62,159	374,941
March.....	35,613	306,184
April.....	1,029,710	790,787
May.....	8,151,437	8,761,486
June.....	5,842,592	5,505,738
July.....	6,695,843	7,087,363
August.....	7,824,047	7,432,129
September.....	6,801,173	6,711,584
October.....	9,389,502	9,813,165
November.....	7,637,262	8,459,732
December.....	782,274	548,770
	<hr/>	<hr/>
	54,430,348	56,165,355
	Receipts	Deliveries
Water..... 41,864,792 bus.	Conveyor....	50,406,774 bus.
	Cars.....	2,282,450 "
Rail..... 12,565,556 "	Teams.....	709,825 "
	Bags.....	2,766,306 "
	<hr/>	<hr/>
	54,430,348 "	56,165,355 "
First vessel unloaded April 30, 1925.		
Last vessel unloaded December 4, 1925.		
502 steamers	} 537 vessels —41,864,792 bus.	
35 barges		
1,614 C.N.R. cars	} 6,379 cars —12,565,556 "	
4,765 C.P.R. cars		
	<hr/>	
	54,430,348 "	
	Receipts	Deliveries
Can. Grain... 39,121,266 bus.	Can. Grain..	40,375,421 bus.
Amer. Grain. 14,685,070 "	Amer. Grain.	14,912,061 "
Arg. Grain... 624,012 "	Arg. Grain...	877,873 "
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	54,430,348 "	56,165,355 "

Summary of Grain Handling—Elevator No. 3
Season 1925

	Receipts	Deliveries
January.....	.....	.....
February.....	.....	.....
March.....	.....	.....
April.....	127,403	.....
May.....	2,932,547	2,951,938
June.....	1,851,123	2,006,029
July.....	3,515,634	3,736,139
August.....	2,405,052	2,342,318
September.....	1,959,017	1,424,321
October.....	7,735,422	7,357,989
November.....	3,087,757	3,712,948
December.....	.....	.....
	<hr/>	<hr/>
	23,613,955	23,531,682
	<hr/>	<hr/>
	Receipts	Deliveries
Water.....	16,737,179 bus.	Conveyor.... 23,531,682 bus.
		Cars.....
Rail.....	6,876,776 "	Teams.....
		Bags.....
	<hr/>	<hr/>
	23,613,955 "	23,531,682 "
First vessel unloaded May 8, 1925.		
Last vessel unloaded November 19, 1925.		
219 steamers	}	229 vessels—16,737,179 bus.
10 barges		
1,016 C.N.R. cars		
2,404 C.P.R. cars		
	3,420 cars	— 6,876,776 "
	<hr/>	<hr/>
		23,613,955 "
	<hr/>	<hr/>
	Receipts	Deliveries
Can. Grain...	13,221,436 bus.	Can. Grain.. 12,834,212 bus.
Amer. " ..	10,392,519 "	Amer. " .. 10,697,470 "
	<hr/>	<hr/>
	23,613,955 "	23,531,682 "

Summary of Grain Handling-- Elevator "B"
Season 1925

	Receipts	Deliveries
January	37,345	1,131
February	12,455	34,291
March	3,520	101,382
April	1,316,901	405,458
May	6,603,719	8,105,922
June	4,214,751	3,912,892
July	3,259,532	3,285,836
August	4,213,502	4,313,146
September	3,718,038	3,408,695
October	7,725,818	6,939,726
November	4,398,724	5,355,953
December	817,398	.....
	<hr/>	<hr/>
	36,321,703	35,864,432
	Receipts	Deliveries
Water 23,916,867 bus.	Conveyor . . .	34,506,337 bus.
	Cars	1,149,634 "
Rail 12,404,836 "	Teams	208,461 "
	Bags . . . . .	.....
	<hr/>	<hr/>
	36,321,703 "	35,864,432 "
First vessel unloaded April 29, 1925.		
Last vessel unloaded December 7, 1925.		
314 steamers	} 345 vessels—23,916,867 bus.	
31 barges		
6,226 C.N.R. cars	} 6,226 cars —12,404,836 "	
..... C.P.R. cars		
	<hr/>	
	36,321,703 "	
	Receipts	Deliveries
Can. Grain . . . 22,675,355 bus.	Can. Grain . .	21,133,834 bus.
Amer. " .. 13,646,348 "	Amer. " ..	14,685,598 "
Arg. "	Arg. " ..	45,000 "
	<hr/>	<hr/>
	36,321,703 "	35,864,432 "

**Summary of Grain Handling—Elevators
1, 2, 3 and "B"—1925**

	Receipts bus.	Deliveries bus.
January	218,355	552,898
February	74,614	859,743
March	39,133	714,136
April	3,609,115	2,066,998
May	25,305,786	27,922,917
June	18,092,314	17,018,185
July	19,476,542	20,735,807
August	21,628,356	21,377,472
September	18,919,947	17,189,672
October	31,334,331	30,790,916
November	22,760,832	25,938,135
December	2,342,400	1,045,456
	<hr/>	<hr/>
	163,801,725	166,212,335
	Receipts	Deliveries
Water 124,827,099 bus.	Conveyor . . .	155,188,977 bus.
	Cars	5,775,513 "
Rail 38,974,626 "	Teams	2,481,539 "
	Bags	2,766,306 "
	<hr/>	<hr/>
	163,801,725 "	166,212,335 "
1,534 steamers	1,637 vessels—124,827,099 bus.	
103 barges		
11,235 C.N.R.cars	19,544 cars —	38,974,626 "
8,309 C.P.R.cars		
	<hr/>	<hr/>
	163,801,725 "	
	Receipts	Deliveries
Can. Grain. 113,378,804 bus.	Can. Grain. 113,399,236 bus.	
Amer. " 49,798,909 "	Amer. " 51,890,226 "	
Arg. " 624,012 "	Arg. " 922,873 "	
	<hr/>	<hr/>
	163,801,725 "	166,212,335 "
Stock in Elevators (at December 31, 1925)—7,032,911 bus.		

HARBOUR RAILWAY TERMINALS

New records were established in car handling on the Commissioners' railway terminals during the year 1925. During the year 251,586 cars were handled, an increase of 26,201 cars over 1924, and an increase of 4,577 cars over the figures for 1918, the best previous year. This, however, does not completely record the activities, as there must be included a large amount of car handling covering commodities moved on a tonnage basis. This movement, which included coal, grain and sugar, as well as some other commodities, amounted to approximately 100,000 tons.

The general import and export traffic of the Port supplied a large portion of the increase in the railway traffic, there being an increase of 7,443 cars loaded and unloaded at the sheds, while the interchange traffic, with an increase of 9,403 cars, the traffic from industrial plants at the eastern terminus, with an increase of 2,500 cars, and the import of British coals, which increased by 100%, all added their quota to the general increase.

The very satisfactory results achieved in this department are even more striking when it is noted that there was quite a falling off in the tonnage of rail-borne grain, the decrease under this head being 3,784 cars as compared with 1924, while another factor which prevented an even larger increase in the returns was the shrinkage in shipments of United States and Nova Scotia coals due to the strikes which occurred in those fields during the year.

It is of interest to record the placing in service of the four new 100-ton electric freight locomotives, which were operated during the season with highly satisfactory results. These locomotives were in actual service for 8,350 hours during the season, representing a total mileage of 27,071 miles.



PHOTOGRAPH SHOWING THE FOUR NEW ELECTRIC LOCOMOTIVES NEAR VICTORIA PIER

The following table gives the mileage of Harbour Railway tracks and the number of cars handled during the last fifteen years:—

	Mileage of Har- bour Railway	Number of Cars handled by Commis- sionners
1911.....	28.97	93,859
1912.....	34.91	112,911
1913.....	37.30	114,531
1914.....	39.88	114,499
1915.....	44.92	157,480
1916.....	49.11	234,439
1917.....	52.35	215,394
1918.....	55.35	247,009
1919.....	58.32	182,328
1920.....	58.34	174,181
1921.....	58.54	143,564
1922.....	58.77	200,593
1923.....	60.64	216,382
1924.....	63.24	225,377
1925.....	63.55	251,586

The extent of the Harbour Commissioners' Railway tracks at the end of 1925 is as follows:—

	Lin. ft. or Miles	
South of Lachine Canal, Bickerdike Pier, Windmill Point Wharf and West.	40,280	7.6287
To Guard Pier.....	10,400	1.9697
Sections 12 to 46, High Level, Main Line tracks.....	51,170	9.6913
To Piers, Elevators, Crossovers and Sid- ings, etc.....	121,814	23.0708
Sections 35 to 46, Low Level, Main Line tracks.....	10,080	1.9090
Sections 46 to 101, High Level, Main Line tracks.....	54,134	10.2526

To Wharves, Industries, etc.....	45,386	8.5958
At South Shore, St. Lambert.....	2,300	.4356
	<hr/>	<hr/>
Grand Total Tracks, end of 1925.....	335,564	63.5535
Grand Total Tracks, end of 1924.....	333,934	63.2448
	<hr/>	<hr/>
Increase in 1925.....	1,630	0.3087

COLD STORAGE WAREHOUSE

The Cold Storage Warehouse which was built by the Harbour Commissioners some years ago, and is being operated by them in the interests of the shipment of perishable food products through the Port of Montreal, eclipsed all previous records in the volume of business done during the year.

A comparative statement of the principal commodities stored is given herewith, from which it may be seen that notable increases were recorded in almost every commodity and particularly so in the case of such essential foodstuffs as meat, fish, poultry, butter, cheese and eggs.

During 1925, a much wider variety of commodities passed through the Warehouse, and under the heading of Fresh Fruits may be found cherries, plums, peaches, pears, oranges, lemons and berries. Dried fruits include figs, dates, prunes and nuts. Vegetables stored were potatoes, onions, carrots and celery. Among other miscellaneous articles were furs, woolens, binder twine, and radio sets.

Two extensions of refrigerated space were made to the plant during 1925, and were utilized to capacity as soon as completed.

The following is a comparative tabulation of the more important products stored for the past three years:—

	1923	1924	1925
Apples, brls.....	43,970	16,816	30,321
Apples, bxs.....	.....	.....	26,784
Butter, lbs.....	2,957,864	12,919,256	15,928,224



AERIAL VIEW OF THE COMMISSIONERS' COLD STORAGE WAREHOUSE AND ELECTRICAL POWER HOUSE,
 HARBOUR OF MONTREAL

Photo by Fairchild Aerial Surveys

	1923	1924	1925
Cheese, lbs.....	26,235,450	53,286,415	54,500,270
Eggs, doz.....	1,806,450	1,492,110	1,577,620
Fish, lbs.....	1,222,229	1,078,553	2,652,177
Meat, lbs.....	4,633,065	9,726,668	12,607,512
Poultry, lbs.....	839,807	1,139,684	2,841,741
Onions, bags.....	.....	.....	12,400
Onions, crates.....	.....	.....	23,660
Hops, bales.....	.....	.....	9,700

POLICE DEPARTMENT

During the season of navigation the Harbour Commissioners' Police Force, consisting of one chief, three captains, and sixty-two constables, regulated the traffic on the wharves, maintained order, and protected life and property within the Harbour.

For the winter season the force consists of four officers and twenty-seven constables.

During the season 141 passenger liners arrived in Port, carrying 24,558 passengers from overseas, and the same number of ships sailed with 42,684 passengers. Passengers arriving at the Victoria Pier wharves from lake and river steamers numbered 82,201, and 40,000 passengers sailed from Victoria Pier for points up and down the river, making a grand total of 193,443 passengers arriving at and departing from the Port during the season.

Following upon the series of lectures and demonstrations in first aid which were given the Force during 1924, accidents to the number of 101 were attended by constables during the season of navigation.

During the year 64 arrests were made within the Harbour.

9,860 carters, loading at various places on the Harbour front, were checked and regulated by the traffic constables.

15,952 taxis and cabs carrying passengers to and from vessels were checked coming on and leaving the wharves. Many articles left in vehicles were recovered by this system of checking taxis and cabs, as the license number of each vehicle is noted, as well as the time they leave the wharf.

COMMODITY TONNAGE STATEMENT

The following statement gives the tonnages of the varied commodities passing through the Port of Montreal during the season of navigation. The totals show very gratifying increases over previous years, a gain of some 700,000 tons being registered in the grand total of imports and exports of general merchandise, exclusive of grain, over the 1924 figure. The outstanding feature of the imports is the phenomenal increase in imports of British coal, which reached a total tonnage of 440,735 tons, being an increase of 100% over the previous season. Raw sugar also shows a large increase, the tonnage of 186,230 attained being 94,149 tons more than in the previous year. Other important imports include crude oil, gasoline, sheet glass, sheet iron, manganese ore, molasses, dry goods, salt, sand, sulphur, toys, whiting, wire rods and liquors, all of which, with the exception of dry goods and salt, show substantial increases over the previous year.

Grain formed the bulk of the export traffic of the Port, and represents 76% of the total tonnage exported. Other principal exports were automobiles and parts, cattle, cheese, canned goods, flour, green fruits, printing paper, refined sugar, tractors, copper matte, iron bars, lard, cured meats, rolled oats, oilcake and manufactures of rubber.

COMMODITY	Import Tons	Export Tons	Local Tons	Total Tons
Acetic Acid.....	...	4,934	...	4,934
Acids, various.....	470	83	50	603
Advertising Matter.....	260	76	...	336
Aeroplanes and Parts.....	260	2	17	279
Agricultural Implements.....	4	20,223	...	20,227
Alabastine.....	...	294	36	330
Alcohol, Industrial.....	...	120	1,079	1,199
Alum.....	400	...	...	400
Alumina Sulphate.....	411	...	...	411
Alumina Ferric.....	259	...	...	259
Aluminum Foil.....	133	...	...	133
Aluminum Ingots.....	84	261	...	345
Aluminum Scrap.....	...	104	...	104
Aluminum Sheets.....	110	44	..	154

COMMODITY	Import Tons	Export Tons	Local Tons	Total Tons
Aluminum Ware.....	41	77	...	118
Ammonia.....	146	56	...	202
Ammunition.....	10	181	...	191
Anchors.....	56	...	8	64
Animal Foods.....	85	1,782	177	2,044
Antimony.....	171	...	...	171
Artists' Materials.....	122	...	...	122
Asbestos, Crude.....	...	4,512	124	4,636
Asbestos, Mfrs. of.....	115	407	...	522
Asbestos Shingles.....	...	51	18	69
Asphalt.....	121	6	...	127
Automobiles.....	743	129,614	...	130,357
Automobile Parts.....	307	12,471	...	12,778
Babbitt Metal.....	...	11	...	11
Baby Carriages.....	30	18	...	48
Bags and Bagging, Jute.....	255	6,373	1,128	7,756
Bags, Paper.....	52	73	158	283
Baking Powder.....	...	...	250	250
Barrels and Drums (Empty)....	1,313	1,017	973	3,303
Barytes.....	792	...	...	792
Basic Slag.....	22	...	...	22
Basketware.....	1,160	1	49	1,210
Bath Brick.....	25	...	...	25
Baths.....	...	44	116	160
Batteries.....	39	165	...	204
Battery Plates.....	490	...	...	490
Beads, Glass.....	17	...	...	17
Beans.....	934	...	218	1,152
Bedding.....	...	552	10	562
Beer.....	264	137	22	423
Beet Pulp.....	...	...	290	290
Bells.....	89	...	...	89
Belting.....	49	278	...	327
Bicycles and Parts.....	209	401	165	775
Bird Seed.....	13	...	...	13
Biscuits.....	276	145	500	921
Biscuits, Dog.....	230	...	...	230
Blanc Fixe.....	75	...	...	75
Bleaching Powder.....	117	55	...	172
Blocks, Maple.....	...	452	...	452
Blue, Washing.....	11	...	...	11
Boats.....	624	73	...	697
Boilers and Parts.....	384	85	348	817

COMMODITY	Import Tons	Export Tons	Local Tons	Total Tons
Bone Ash.....	10	...	...	10
Bones.....	...	67	...	67
Books.....	2,047	152	...	2,199
Boots and Shoes.....	1,066	637	...	1,703
Bottles, Empty.....	278	1,464	120	1,862
Bottles, Thermos.....	370	22	...	392
Boxes, Empty.....	38	77	2,410	2,525
Boxes, Paper.....	14	64	30	108
Brake Shoes.....	...	...	8	8
Bran.....	...	1,301	1,529	2,830
Brass, Mfg. of.....	1,189	24	...	1,213
Brass Scrap.....	89	676	48	813
Brass Sheets.....	35	...	...	35
Brass and Copper Tubing.....	136	...	...	136
Brattice Cloth.....	82	...	...	82
Bricks, Terra Cotta.....	...	54	822	876
Bristles.....	6	...	...	6
Bronze Ingots.....	2	...	...	2
Bronze Powder.....	26	177	...	203
Brooms and Brushes.....	76	169	...	245
Broom Corn.....	...	...	136	136
Bullion.....	...	31	...	31
Burlap.....	1,664	...	15	1,679
Butter.....	93	9,379	117	9,589
Buttons.....	108	2	...	110
Calcium Chloride.....	273	2	...	275
Calks, Toe.....	...	31	...	31
Candles.....	4	48	...	52
Canned Goods (N.O.S.).....	198	3,601	...	3,799
Canvas.....	14	...	...	14
Capsules.....	271	51	...	322
Caraway Seed.....	21	...	...	21
Carbide.....	...	1,396	...	1,396
Carbonate Barium.....	45	...	...	45
Carborundum Sand.....	...	1,738	...	1,738
Cardboard.....	211	29	...	240
Carpets.....	1,114	36	4	1,154
Casein.....	2	...	...	2
Casings, Sausage.....	13	616	...	629
Castings.....	311	60	1,198	1,569
Catsup.....	...	571	...	571
Cattle Horns.....	...	23	...	23
Celluloid, Raw.....	204	...	...	204

COMMODITY	Import Tons	Export Tons	Local Tons	Total Tons
Cement, Building.....	214	79,563	26,830	106,607
Cereals.....	10	3,956	646	4,612
Chains.....	415	240	75	730
Chalk, Precipitated.....	104	...	...	104
Charcoal.....	...	...	604	604
Cheese, in Boxes.....	1,908	88,790	2,747	93,445
Cheese, in Bundles.....	...	6,046	...	6,046
Cheese Coloring.....	56	...	...	56
Chemicals.....	4,575	364	...	4,939
Chicory.....	70	4	...	74
Chinaware.....	7,998	61	...	8,059
Church Ornaments.....	119	4	...	123
Churns.....	...	...	13	13
Cigars and Cigarettes.....	12	9	...	138
Clay, Burnt.....	996	...	...	96
Clay, China.....	3,482	1	...	3,483
Clay, Fire.....	607	6	90	703
Clay, Fire, Mfg.....	359	...	...	359
Cleanser.....	...	...	38	38
Clocks.....	458	4	...	462
Clothes Pins.....	20	479	...	499
Coal, Ant. (Amer.).....	21,793	...	...	21,793
“ “ (Brit.).....	438,841	...	...	438,841
“ Bit. (Amer.).....	663,369	...	...	663,369
“ “ (Brit.).....	1,894	...	...	1,894
“ “ (Can.).....	571,246	...	...	571,246
Cobalt Ore.....	...	237	...	237
Cocoa.....	626	3	...	629
“ Beans.....	3,196	117	...	3,313
“ Butter.....	701	...	...	701
Coconuts.....	1,488	5	...	1,493
Coffee.....	1,068	3	33	1,104
Coffee Essence.....	30	...	...	30
Coke.....	6,802	...	2,939	9,741
Confectionery.....	1,516	723	2	2,241
Copperas.....	48	...	...	48
Copper Bars.....	25	3,708	...	3,733
“ Billets.....	...	1,278	...	1,278
“ Matte.....	...	14,262	...	14,262
“ Rollers.....	11	...	...	11
“ Scrap.....	13	57	27	97
“ Sheets.....	...	1,714	39	1,753
Cordage.....	186	13	...	199

COMMODITY	Import Tons	Export Tons	Local Tons	Total Tons
Cord Wood.....	...	...	128	128
Corks.....	52	...	...	52
Corkwood.....	3,153	...	...	3,153
Cork, Cracked.....	...	155	...	155
Cotton Waste.....	327	159	22	508
Cream Separators.....	730	106	137	973
Cream of Tartar.....	217	...	...	217
Cross Arms.....	...	...	26	26
Crucibles.....	33	...	...	33
Custard Powder.....	45	...	...	45
Cutlery.....	208	30	...	238
Cyanide.....	602	1,005	...	1,607
Dextrine.....	106	33	...	139
Disinfectant.....	210	2	...	212
Doors.....	...	243	...	243
Dowels.....	...	81	...	81
Drugs and Medicines.....	2,271	924	39	3,234
Dry Colors.....	3,658	297	...	3,955
Dry Goods.....	40,665	2,290	7	42,962
Dyes.....	460	44	...	504
Drain Pipe.....	120	3	49	172
Earthenware.....	7,493	119	12	7,624
Effects, Settlers.....	2,391	1,276	...	3,667
Eggs.....	...	5,840	1,214	7,054
" China Nest.....	31	...	...	31
" Frozen.....	214	2	...	216
Egg Fillers.....	...	163	48	211
Electrical Apparatus.....	932	743	184	1,859
Electric Light Bulbs.....	443	...	...	443
Emery Cloth.....	4	...	...	4
Enamel Ware.....	277	33	214	524
Engines, Oil.....	112	...	...	112
Epsom Salts.....	828	1	...	829
Explosives.....	...	...	20	20
Extracts.....	29	...	...	29
Farina.....	21	...	...	21
Feathers.....	29	140	...	169
Feed, Cattle.....	...	2,799	...	2,799
Feldspar.....	...	1	...	1
Felt.....	314	131	...	445
Fencing Wire.....	...	932	...	932
Ferro Chrome.....	174	...	...	174
Ferro, Manganese.....	554	...	...	554

COMMODITY	Import Tons	Export Tons	Local Tons	Total Tons
Fertilizer.....	20	...	49	69
Fibres.....	118	...	...	118
Fibre Board.....	...	1,287	...	1,287
Filtering Earth.....	...	...	63	63
Fire Arms.....	90	5	113	208
Fire Brick.....	7,247	29	602	7,878
Fire Sand.....	...	245	...	245
Fish, Cured.....	2,308	1,393	209	3,910
" Fresh and Frozen.....	41	1,204	20	1,265
" in Tins.....	1,465	397	2,468	4,330
Fishing Apparatus.....	115	...	...	115
Flax Seed.....	954	...	734	1,688
Flooring, Hardwood.....	...	1,334	...	1,334
Flour.....	380	315,433	1,265	317,078
Fly Catchers.....	83	...	...	83
Fruits, Dried.....	3,369	544	258	4,171
Fruit, in Brine.....	884	...	...	884
" in Tins.....	920	6,379	2,609	9,908
" Jars.....	2	2,069	...	2,071
" Juice.....	3	998	...	1,001
" Pulp.....	32	...	...	32
" Raw, Green.....	6,984	45,619	1,890	54,493
" Salts.....	190	...	...	190
Fruit Syrups.....	9	7	...	16
Fullers Earth.....	699	...	...	699
Furniture.....	2,325	2,039	387	4,751
Furs.....	200	218	...	418
Fur Waste.....	6	13	...	19
Ganister.....	7	...	...	7
Garden Bulbs.....	3,702	1	...	3,703
Gas Apparatus.....	84	...	...	84
Gasoline.....	24,772	277	23,171	48,220
Gears.....	...	...	203	203
Gelatine.....	308	4	...	312
Ginger.....	189	...	...	189
Glass, Cut.....	...	33	1	34
" Powdered.....	7	...	...	7
" Sheet.....	28,125	1	77	28,203
Glassware.....	4,740	563	16	5,319
Glucose.....	...	1,350	...	1,350
Glue.....	582	18	109	709
Glycerine.....	946	21	...	967

COMMODITY	Import Tons	Export Tons	Local Tons	Total Tons
Grain, Bulk:				
Barley.....	...	392,118	...	392,118
Buckwheat.....	...	3,770	...	3,770
Corn.....	...	3,839	...	3,839
Oats.....	...	698,246	...	698,246
Rye.....	...	424,327	...	424,327
Wheat.....	...	2,413,245	...	2,413,245
Grain, Various in Bags.....	...	20,638	451	21,089
Gramophone Records.....	2	17	...	19
Granite, Monumental.....	2,294	...	...	2,294
Graphite.....	86	402	15	503
Grease.....	97	360	...	457
Grindstones.....	1,195	445	...	1,640
Groceries.....	281	177	...	458
Gums.....	132	39	...	171
Gypsum and Plaster.....	83	1,988	15,567	17,638
Hair.....	86	193	...	279
Handles, Mfg. Wood.....	...	534	18	552
Hardware.....	1,849	2,046	491	4,386
Hatters' Fur.....	93	...	...	93
Hay.....	...	31,445	...	31,445
Hemp Seed.....	17	...	...	17
Herbs.....	6	...	...	6
Hides.....	418	94	...	512
Holloware.....	1,144	15	...	1,159
Honey.....	3	639	24	666
Hoops, Steel.....	419	8	18	445
Hops.....	211	987	...	1,198
Horse Shoes.....	6	228	...	234
Inks.....	106	128	...	234
Insect Powder.....	15	16	...	31
Instruments, Musical.....	845	2,298	12	3,155
" Scientific.....	158	4	...	162
Insulators.....	288	78	...	366
Iron and Steel Bars.....	8,318	17,084	5,370	30,772
Iron and Steel Mfg.....	998	217	95	1,310
Iron Balls.....	...	95	...	95
" Ore.....	9,602	...	...	9,602
" Oxide.....	109	...	...	109
" Pig.....	2,784	...	316	3,100
" Pipes.....	11,314	6,792	433	18,539
" Sand.....	36	...	...	36
" Sheet.....	32,437	398	1,729	34,564

COMMODITY	Import Tons	Export Tons	Local Tons	Total Tons
Iron and Steel Scrap.....	3,588	166	12,526	16,280
Iron Skelps.....	2,201	...	...	2,201
Jewellery.....	27	1	...	28
Jute Cloth.....	2,741	...	...	2,741
Lamp Black.....	20	...	...	20
Lamp Chimneys.....	...	65	...	65
Lamps and Lanterns.....	742	251	...	993
Lard.....	72	43,947	609	44,628
Last Blocks.....	...	43	...	43
Lawn Mowers.....	...	92	...	92
Lead, Mfrg.....	...	...	42	42
" Pig.....	22	5	40	67
" Pipes.....	235	6	...	241
" Scrap.....	18	...	55	73
" Sheet.....	...	5	...	5
" Shot.....	...	13	...	13
Leather Board.....	...	151	...	151
" in Bundles.....	267	808	4	1,079
" Goods.....	286	102	...	388
Lentils.....	27	...	...	27
Life Buoys.....	3	...	...	3
Lime.....	...	290	1,040	1,330
" Chloride.....	210	...	73	283
" Juice.....	156	...	3	159
Linoleum.....	505	203	...	708
Liquors.....	10,621	2,171	...	12,792
Litharge.....	204	6	...	210
Lithopone.....	2,065	...	...	2,065
Lobsters, in Tins.....	...	533	...	533
Lye.....	...	...	37	37
Macaroni.....	157	228	...	385
Machinery.....	6,034	2,747	2,434	11,215
Machines, Sewing.....	103	2,182	...	2,285
Magnesite.....	...	640	...	640
Mahogany Logs.....	516	...	...	516
Malt.....	103	1,510	...	1,613
Malt Extract.....	12	...	...	12
Manganese Ore.....	51,484	...	...	51,484
Maple Squares.....	...	1,965	...	1,965
Marble.....	2,023	...	141	2,164
" Polished.....	...	...	452	452
" Slabs.....	1,246	37	260	1,543
Match Splints.....	...	2,789	...	2,789

COMMODITY	Import Tons	Export Tons	Local Tons	Total Tons
Matches.....	436	22	13	471
Meals.....	7	9,712	154	9,873
Meat Cured.....	8	102,084	205	102,297
Meat Extract.....	162	27	...	189
Meats, Fresh or Frozen.....	35	6,893	942	7,870
Meat, in Tins.....	186	2,259	25	2,470
Metal, Scrap, N.O.S.....	41	...	...	41
Meters.....	24	44	...	68
Mica.....	...	8	...	8
Middlings.....	...	98	1,236	1,334
Milk, in Tins.....	180	7,400	331	7,911
Milk Powder.....	27	1,121	...	1,148
Millboards.....	24	9	...	33
Mill Scale.....	...	...	37	37
Millinery.....	2,076	19	...	2,095
Mineral Waters.....	2,687	75	70	2,832
Molasses.....	14,960	9	1,185	16,154
Moss.....	5	...	...	5
Motorcycles.....	13	8	...	21
Mustard.....	195	...	...	195
Mustard Seed.....	109	20	...	129
Nails.....	40	1,915	86	2,041
Napthaline.....	497	...	...	497
Nickel Dross.....	...	64	...	64
“ Ore.....	...	59	...	59
“ Oxide.....	...	2,668	...	2,668
“ Sheets.....	12	...	...	12
“ Shot.....	...	336	...	336
Nitrate Soda.....	325	...	...	325
Notions.....	258	6	...	264
Nuts and Bolts.....	18	1,107	29	1,154
Nuts, Edible.....	3,511	...	31	3,542
Nutmegs.....	2	...	...	2
Oat Feed.....	16	4,291	...	4,307
Oats, Rolled.....	...	13,049	294	13,343
Oil, Bean.....	...	6	...	6
“ Castor.....	591	...	...	591
“ Coconut.....	273	...	...	273
“ Cod.....	467	...	...	467
“ Colza.....	44	...	...	44
“ Corn.....	...	6	...	6
“ Cotton Seed.....	24	...	...	24
“ Creosote.....	6,890	12	13,936	20,838

COMMODITY	Import Tons	Export Tons	Local Tons	Total Tons
Oil, Crude.....	414,633	...	162,806	577,439
“ Essential.....	4,641	4	...	4,645
“ Fuel.....	...	...	4,248	4,248
“ Linseed.....	38	225	329	592
“ Lubricating.....	112	785	...	897
“ Mineral.....	84	...	...	84
“ Meal.....	...	11,026	550	11,576
“ Oleo.....	16	2421	...	2437
“ Olive.....	979	...	...	979
“ Palm.....	71	...	...	71
“ Rape.....	16	...	...	16
“ Refined.....	...	...	7,279	7,279
“ Sanctuary.....	2	...	...	2
“ Seal.....	90	...	...	90
“ Sod.....	177	...	...	177
Oilman Stores.....	430	20	...	450
Ores, Various.....	68	207	...	275
Oxides.....	39	5	...	44
Oxide Cobalt.....	...	37	...	37
Oysters.....	...	2	...	2
Paints.....	359	997	283	1,639
Paper, Blotting.....	44	6	...	50
“ Board.....	...	65	10	75
Paper, Bottle Wrappers.....	...	10	...	10
“ Mfgs.....	1,335	547	93	1,975
“ Printing.....	750	16,611	13	17,374
“ Roofing.....	...	777	90	867
“ Stock.....	2,829	...	1,091	3,920
“ Wall.....	357	1,748	8	2,113
“ Wrapping.....	1,235	7,277	11	8,523
Paris Green.....	41	...	...	41
Paris White.....	77	...	...	77
Peas.....	154	...	108	262
Peas, Split.....	7	...	...	7
Peat.....	6	...	...	6
Peels.....	330	...	...	330
Pegwood.....	...	513	...	513
Pepper.....	91	...	...	91
Perfumery.....	378	1	...	379
Phosphates.....	...	48	...	48
Phosphorus.....	...	1,953	...	1,953
Photo Sundries.....	63	939	1	1,003
Pickles.....	333	61	...	394

COMMODITY	Import Tons	Export Tons	Local Tons	Total Tons
Pictures and Frames.....	169	35	...	204
Pimentos.....	111	...	...	111
Pipes, Tobacco.....	492	6	...	498
Pitch.....	11	43	19	73
Plasticine.....	15	...	...	15
Plumbago.....	70	1	...	71
Plywood.....	134	...	...	134
Polishes.....	372	80	...	452
Porcelain.....	...	...	126	126
Potash.....	1,222	19	...	1,241
" Caustic.....	4	...	...	4
" Nitrate.....	31	...	...	31
Poultry.....	4	91	278	373
Poultry Feed.....	...	129	...	129
Preserves.....	929	3	66	998
Printed Matter.....	72	122	...	194
Pulleys.....	67	149	...	216
Pulp Board.....	...	4,764	...	4,764
Pulpwood.....	...	...	30	30
Pumice Stone.....	109	...	...	109
Putty.....	255	10	...	265
Quarries.....	19	...	...	19
Quicksilver.....	2	...	...	2
Radiators.....	...	84	..	84
Radio Parts.....	173	3	...	176
Rags.....	2,780	750	2,706	6,236
Rails, Steel.....	...	486	604	1,090
Razors and Parts.....	9	102	...	111
Reels, Cable.....	25	...	...	25
Refrigerators.....	...	342	32	374
Refining Earth.....	...	...	598	598
Resin.....	30	74	45	149
Rice.....	1,439	222	609	2,270
" Meal.....	4,142	...	...	4,142
" Unhulled.....	3,254	...	...	3,254
Rivets.....	7	106	39	152
Roots.....	34	48	...	82
Rope.....	172	50	334	556
Rope Scrap.....	169	...	42	211
Rubber, Crude.....	1,413	...	...	1,413
" Mfgs.....	177	15,919	...	16,096
" Scrap.....	...	...	15	15
" Substitute.....	63	...	...	63

COMMODITY	Import Tons	Export Tons	Local Tons	Total Tons
Rudders.....	...	30	...	30
Saddlery.....	11	...	...	11
Sal Ammoniac.....	586	41	...	627
Salt Cake.....	66	...	...	66
" Coarse.....	13,000	...	21	13,021
" Fine.....	4,473	1,601	4,062	10,136
Salts, Rochelle.....	157	...	...	157
Salt Petre.....	29	...	...	29
Sand.....	31,796	2	23,672	55,470
Sauces.....	553	...	54	607
Sausages.....	...	43	...	43
Sawdust.....	34	...	16	50
Scales.....	29	216	...	245
Screws.....	...	24	...	24
Seed, Garden.....	616	997	...	1,613
Shafting.....	...	...	78	78
Shawinigan Black.....	...	69	...	69
Sheep Dip.....	46	...	...	46
Sheep Skins.....	190	...	15	205
Steel Tanks.....	48	10	614	672
" Tyres.....	2,207	2	...	2,209
Stone Blocks.....	83	315	947	1,345
" Crushed.....	...	...	33,240	33,240
" Mfg.....	...	63	40	103
" Unmanufactured.....	7,346	...	...	7,346
Stoneware.....	...	3	67	70
Stoves.....	42	766	567	1,375
Straw.....	...	...	63	63
Strawcovers.....	168	...	...	168
Street Ry. Cars.....	...	79	...	79
Sugar, Maple.....	...	17	1	18
" Raw.....	186,230	...	16,674	202,904
" Refined.....	173	41,077	75,602	116,852
Sulphates.....	474	...	...	474
Sulphur.....	25,303	1	21	25,325
Sundries.....	717	7,709	1,283	9,709
Syrups.....	291	27	3	321
Syrup, Corn.....	...	443	...	443
Syrup, Maple.....	...	56	...	56
Sheet Piling.....	...	...	415	415
Shingles.....	...	263	1	264
Ship Stores.....	...	8,352	18	8,370
Shoe Counters.....	...	83	...	83

COMMODITY	Import Tons	Export Tons	Local Tons	Total Tons
Shooks.....	...	1,089	997	2,086
Shortening.....	...	646	...	646
Shorts.....	...	662	1,303	1,965
Silver Ore.....	...	122	...	122
Silverware.....	353	5	...	358
Sisal.....	3,089	...	...	3,089
Skewers.....	...	140	...	140
Slate.....	32	...	15	47
Snuff.....	2	...	...	2
Soap, Castile.....	154	...	...	154
“ Common.....	293	207	28	528
“ Liquid.....	7	1	...	8
“ Powder.....	37	57	...	94
“ Toilet.....	162	1,650	52	1,864
Soapstone.....	220	66	...	286
Soda.....	36	25	...	61
“ Ash.....	118	...	217	335
“ Bicarbonate.....	...	...	166	166
“ Caustic.....	483	...	...	483
“ Phosphate.....	58	...	...	58
“ Silicate.....	172	...	...	172
Soup, in Tins.....	...	154	...	154
Spices.....	145	1	...	146
Spikes.....	...	343	400	743
Spoolwood.....	...	1,474	...	1,474
Sporting Goods.....	276	59	...	335
Staples, Metal.....	...	536	...	536
Starch.....	301	785	67	1,153
Stationery.....	1,052	271	...	1,323
Statuary.....	331	5	...	336
Stearine.....	34	6	...	40
Steel Balls.....	589	...	90	679
“ Billets.....	10,113	...	4,194	14,307
“ Plates.....	7,348	501	1,486	9,335
“ Rods.....	...	...	1,223	1,223
“ Rollers.....	20	...	...	20
“ Sheets.....	8,114	1,185	4,535	13,834
“ Strips.....	113	...	...	113
“ Structural.....	3,971	253	3,949	8,173
Talc.....	171	519	...	690
Tallow.....	153	24	...	177
Tanners' Bark.....	61	...	...	61
Tanners' Extract.....	278	34	...	312

COMMODITY	Import Tons	Export Tons	Local Tons	Total Tons
Tapioca.....	35	...	...	35
Tar.....	...	61	4	65
Tarvia.....	...	120	...	120
Tea.....	8,068	63	1,371	9,502
Thread.....	653	3	6	662
Tiles.....	1,124	105	...	1,229
Timonax.....	17	1	...	18
Tins, Empty.....	229	11	48	288
Tin Ingots.....	803	...	...	803
Tin Scrap.....	...	196	...	196
Tinware.....	69	11	1,860	1,940
Tobacco Leaf.....	...	517	...	517
" Mfg.....	200	53	...	253
" Sundries.....	543	52	...	595
Toilet Articles.....	248	398	...	646
Tools.....	78	693	...	771
Tortoiseshell.....	8	...	...	8
Toys.....	16,852	176	...	17,028
Tractors.....	...	49,724	...	49,724
Trucks.....	57	...	...	57
Trunks.....	14	96	...	110
Turpentine.....	...	2	...	2
Twine Binder.....	4,102	1,013	...	5,115
" Hemp.....	121	...	...	121
" Various.....	73	6	104	183
Type.....	2	...	...	2
Typewriters.....	...	4	...	4
Umbrellas.....	...	3	...	3
Valves.....	53	1,368	...	1,421
Varnishes.....	100	59	...	159
Vegetables, in Tins.....	1,458	200	1,002	2,660
Vegetables, Raw, Green.....	6,476	585	16,113	23,174
Veneers.....	19	344	...	363
Vetches.....	55	...	...	55
Vinegar Bulk.....	67	119	...	186
Vinegar, in Glass.....	215	16	3	234
Waggons.....	3	185	9	197
Millboard.....	...	2,678	...	2,678
Washers, Metal.....	3	100	...	103
Washing Machinery.....	...	...	49	49
Wax.....	139	59	...	198
Wheelbarrows.....	...	77	...	77
Wheels and Parts.....	300	624	6	930

COMMODITY	Import Tons	Export Tons	Local Tons	Total Tons
Whiting.....	12,878	2	...	12,880
Willows.....	18	...	...	18
Window Frames.....	442	7	...	449
Window Shades.....	...	11	...	11
Wine.....	5,625	18	...	5,643
Wine, Medicinal.....	5	...	...	5
Wire, Barbed.....	407	353	...	760
“ Bronze.....	22	1	...	23
“ Cable.....	289	345	...	634
“ Cloth.....	20	16	...	36
“ Copper.....	...	318	...	318
“ Mfg.....	393	478	...	871
“ Netting.....	951	108	...	1,059
“ Rods.....	22,032	1,180	680	23,892
“ Rope.....	222	47	225	494
“ Steel in Coils.....	1,903	3,790	297	5,990
Wood Blocks.....	8	...	...	8
Woodenware.....	345	437	24	806
Woodpulp.....	...	8,530	...	8,530
Wood Shanks.....	...	181	...	181
Wool.....	1,064	1	...	1,065
“ Grease.....	136	...	...	136
“ Greasy.....	140	...	...	140
“ Scoured.....	198	...	...	198
“ Shoddy.....	27	...	...	27
“ Tops and Noils.....	1,354	...	...	1,354
“ Waste.....	286	17	...	303
“ Wood.....	...	10	...	10
Yarn.....	4,236	6	20	4,262
Yeast.....	...	24	57	81
Zinc Bars.....	...	...	33	33
“ Dross.....	53	732	61	846
“ Ore.....	...	221	...	221
“ Plates.....	137	...	...	137
“ Sheets.....	325	20	...	345
“ White.....	10	...	...	10
Total Tons.....	2,965,557	5,265,151	524,060	8,754,768

OTHER LOCAL TRAFFIC

Bricks, common.....	4,288,275 bricks
Firewood.....	5,164 cords
Grain Doors.....	48 cars

OTHER LOCAL TRAFFIC

Lumber, Dressed.....	722,476 feet
Lumber, Rough.....	80,682,981 feet
Ogilvie Flour Mills.....	3,988 cars
St. John Winter Freight.....	740 cars
Ties (Railroad).....	19,474 ties

LIVESTOCK	Import	Export	Local	Total
Animals, Various.....	...	267	...	267
Cattle (No. of Head).....	...	54,867	87	54,954
Dogs.....	28	4	...	32
Foxes.....	...	289	...	289
Horses.....	97	80	14	191
Rabbits.....	12	...	...	12
Total (No. of Head).....	137	55,507	101	55,745

TONNAGE RECAPITULATION

Grain.....	3,935,545 tons
General Merchandise.....	4,819,223 "
	8,754,768 "
Livestock.....	18,530 "
Other Local Traffic.....	363,983 "
Grand Total.....	9,137,281 "

NOTE—In the local column will be noted 23,171 tons of gasoline and 162,806 tons of crude oil, which was brought down from Sarnia to Montreal. There is also an item of 75,602 tons of refined sugar which was shipped to points in Ontario by water.

THE FLOATING CRANE

The 75-ton Floating Crane which was added to the equipment of the Port in 1909 has again proved its value.

The following is the record of this crane for the season 1925:—

Number of working days.....	213
Number of days working.....	166
Total number of lifts:	
Commercial.....	1,251
Commissioners' service.....	467

Average weight of lifts:

Commercial.....	71½ tons
Commissioners' service.....	14½ "

Greatest lift:

Commercial (Engine and Base, Vickers)	75	"
Commissioners' service (Stern tug "J. Young").....	60	"

Greatest tonnage from single ship:

SS. "Vallarsa".....	425	"
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Total Weight lifted:

Commercial.....	9,545	
Commissioners' service.....	6,812	
	—————	16,357 "

Total weight lifted during season 1924..... 12,279 "

Increase in tonnage season of 1925..... 4,078 "

WATER LEVELS

The depth of water for navigation in the Montreal Harbour Ship Channel and on the Sill of Lower Lock, Lachine Canal, is given in the following table:—

	Depth on Old Lock Sill, Lachine Canal				Depth in Harbour Channel			
	Average		Average		Average		Average	
	1911-1925		1925		1924		1925	
May.....	19'	6"	17'	10"	36'	6"	33'	3"
June.....	17'	7"	16'	8"	33'	4"	32'	1"
July.....	15'	9"	15'	4"	31'	1"	30'	9"
August.....	14'	9"	14'	4"	30'	3"	29'	9"
September.....	14'	4"	13'	4"	29'	11"	28'	9"
October.....	14'	5"	13'	4"	30'	3"	28'	9"
November.....	14'	8"	14'	2"	29'	3"	29'	7"

ENGINEERING DEPARTMENT

The following are the main items of construction and repair work carried out during the 1925 season:—

Wharves

- Completion of Shore Wharf at Sections 31 and 32.
- Completion of Shore Wharf at Sections 38 and 39.
- Continuation of reconstruction of Windmill Point Wharf.
- Completion of L-shaped wharf at Sections 27 and 28.
- Construction of Bulkhead Wharf at Sections 30 and 31.
- Repairs to damaged wharf at Section 25.

Buildings

- New electric freight hoist between Sheds Nos. 8 and 10.
- Relocation of three electric freight hoists on King Edward and Alexandra Piers.
- Construction of temporary transit sheds on Alexandra and Jacques Cartier Pierheads.
- Protection against dust explosions in Elevators Nos. 1, 2 and B.
- New office building, restrooms and storerooms at Elevator No. 2.
- 120-ft. extension to grain conveyor gallery on Alexandra Pier.
- New fireproof Traffic Wharf Office building on Commissioners Street.
- Addition to refrigerated space in Cold Storage Warehouse.

Sewers

- Sewer outlet at foot of Fullum Street.

Dredging

- Dredging crib seats for wharf construction.
- Drilling and blasting and dredging in Windmill Point Basin.
- Continuation of dredging operations in Bickerdike Basin.

Electrical Work

Continuation of electrification of railways.
 New motor generator sets installed in Power House.
 Transmission and service lines erected.

Paving

Paving of Ogilvie Lane.
 Paving of Berri Street railway crossing.

Railway Construction

Small spur line at Bickerdike Pier.

NEW WHARVES

Bulkhead Wharf, Sections 27-28

The superstructure of the L-shaped bulkhead wharf at the eastern end of Shed No. 27 was completed during the season.

The work consisted of raising the concrete superstructure from elevation 100.00 to standard cope level 119.00 for a length of 170 feet. The number of cubic yards of concrete poured was 977.

Upon completion of this work the area adjoining this new L-shaped wharf and the high level shore wharf was back-filled and the reclaimed space used throughout the season.

High Level Shore Wharf, Sections 30-31

Work was resumed on the first 500 ft. berth of the "saw-tooth" type of high level shore wharf, Sections 30-31. Steel tie-rods, one end imbedded in the quay wall, and the other in a concrete anchor block, 120 feet back from the face of the wharf, were put in place. Time did not permit of the concrete superstructure being quite completed, but a length of 430 feet was raised from Elevation 104.80 to 112.00, 2,522 cu. yds. of concrete being poured.

It is anticipated that this 500-ft. berth will be completed for the opening of navigation 1926.

High Level Shore Wharf, Sections 31-32

The contract which was awarded to Messrs. Quinlan, Robertson & Janin in 1924 for the construction of 5 cribs and part of the concrete superstructure was completed during the season.

The concrete superstructure was raised from Elevation 99.23 to 104.80. Some 1,590 cu. yds. of concrete were used for this work, spread over a cope line length of 715 lin. ft.

High Level Shore Wharf, Section 38

The extension of the shore wharf from the downstream end of the Dominion Coal Co.'s allotment towards Laurier Pier was continued during the season 1925.

Four 140-ft. cribs, representing 536,975 cu. ft. were completed, sunk, and filled during the season. These four cribs formed part of the seven for which authority was granted in 1924.

The concrete superstructure which is to be raised to high level elevation 119.00, was started and raised from the crib level to Elevation 106.67 over a length of 964 lin. ft. Some 7,242 cu. yds. of concrete were used for this purpose.

Reconstruction of Windmill Point Wharf

Very good progress has been made during the past year with the reconstruction of Windmill Point wharf. With the conclusion of the season's work on December 15, 963.57 lin. ft. of new reinforced concrete wharf was completed. Ninety (90) ft. of this new wharf was built during the 1924 season, the remaining 873.57 lin. ft. being placed during the summer of 1925.

The contractors this year decided to construct the concrete cribs in dry dock. Nine of these cribs were therefore built in the old Fraser-Brace dry-dock on the Lachine Canal. The cribs were there built up to about one-third the required height, after which they were floated. They were then towed down to Windmill Point basin and sunk in place on a bottom or seat prepared at 31 ft. depth at low water. In all, nine



Photo by Fairchild Aerial Surveys

NEW AERIAL VIEW OF THE WESTERN SECTION OF THE HARBOUR OF MONTREAL, SHOWING IN FRONT THE PROTECTING GUARD PIER, THEN THE DREDGING GOING ON IN THE PROPOSED BICKERDIKE BASIN, THE BICKERDIKE PIER, WINDMILL POINT BASIN AND GRAIN ELEVATOR "B", BEHIND WHICH ARE THE TWO ENTRANCES OF THE LACHINE CANAL

reinforced concrete cribs were built during the year. Of these, seven were 120 ft. in length and two were 90 ft. in length.

The placing of the concrete cribs and also the construction thereof went on very rapidly. Clearing the bottom with dredge and derrick and levelling off the crib seat required considerable time and the use of divers. It was also necessary to dismantle the old timber wharf for about 800 ft. before preparing the bottom for the concrete cribs.

All dredging and refilling was done by the Harbour Commissioners, the contractors constructing and sinking the cribs only.

RECAPITULATION OF WHARF CONSTRUCTION

Cribs Built and Sunk:	Num- ber	Length on Cope Line	Quantity
		Lin. Ft.	Cu. Ft.
* Shore Wharf, Sections 39-40	4	560	761,154
** Windmill Point, Concrete Crib	8	870	850,704
	12	1,430	1,611,858

* 224,179 cu. ft. constructed during 1924.

** 143,100 cu. ft. do do do

Cribs in Progress:

Windmill Point Wharf, Con- crete Crib	2	240	233,574
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Quay Walls:

Partly built formerly, now completed:	Lengths on Cope Line	
	Lin. Ft.	Lin. ft.
Shore Wharf, Section 28.	161	
Total completed.		161

In progress:

Shore Wharf, Sections 30-31	680	
do do 31-32	715	
do do 38-40	964	
Windmill Point	723	
	<hr/>	3,08
Total Quay Walls completed and in progress . . .		<hr/> 3,243
or 0.61 mile.		

The extent of the wharves and piers at the end of the season is as follows:—

30 ft. depth and over at

O.L.W.	31,555	lin. ft. or 5.9763 miles.
25 ft. to 30 ft. depth	14,355	do 2.7187 do

Total deep draught . . .	45,910	do 8.6950 do
20 ft. depth and under	1,398	do .2647 do

Total Wharfage end of 1925	47,308	do 8.9597 do
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Total Wharfage end of 1924	45,943	do 8.7012 do
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Increase in 1925	1,365	do 0.2585 do
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BUILDINGS

There has been no addition to the storage capacity of the Commissioners' Grain Elevator System during the past season, but protective works were carried out on Elevators Nos. 1, 2 and "B" and grain shipping facilities were added to or improved.

Protection of Elevators

Following the grain dust explosion which on December 1, 1924, damaged Elevator "B," the Commissioners, after

careful investigation of the circumstances and conditions, decided to proceed immediately with protective devices in the older Elevators Nos. 1, 2 and "B," so as to minimize, if not altogether eliminate the risks of similar occurrences in the future. The John S. Metcalf Co. were entrusted with the work, which was completed during the season, and it is hoped that the Harbour Elevators will now be practically immune from dust explosions.

Extension to Gallery at Alexandra Pier

Following upon the extension which was made to the Alexandra Pier, the grain conveyor gallery there was extended during the season by about 120 ft. to facilitate the loading of grain to ships berthed at that pier.

Remodelling of Gallery at Elevator "B"

The reconstruction of the Windmill Point Wharf in the neighbourhood of Elevator "B" necessitated the taking down of the existing gallery in front of and below the Elevator. This gallery was previously served by a single belt, and this proved to be a serious handicap in the expeditious handling of grain, which is of such importance. The Commissioners took advantage of the present necessity to have the long contemplated improvements made, and a contract was placed, which provides for greatly improved facilities. Work in this connection was started, and it is expected that the new multi-belt gallery will be ready for operation early in the next season.

Car Dumpers

The installation of six Grain Car Dumpers of a new type, two in Elevator No. 1 and four in Elevator No. 2, was put in hand at the end of the season, so that the equipment should be available for the 1926 season.

Elevator Offices

New offices, rest rooms and store room were erected alongside Elevator No. 2, giving accommodation for the staff, men and stores.



Photo by Fairchild Aerial Surveys
BIRD'S EYE VIEW OF ELEVATOR NO. 1 AND KING EDWARD PIER, HARBOUR OF MONTREAL

Temporary Sheds, Alexandra and Jacques Cartier Piers

Two temporary single-storey sheds, 150 ft. in length and 50 ft. wide, with an overhead clearance of 14 ft., were erected, one on Alexandra and the other on Jacques Cartier Pierheads. They are of structural steel frame, sheathed with galvanized corrugated iron, provided with metal sash windows. The flooring is of concrete, on a level with the surface of the pier. A small office building is attached to each shed.

Traffic Office Building

A permanent office building, to replace the old wooden temporary structure erected many years ago, was erected on Commissioners Street, at the foot of Berri Street, for the use of the Traffic Wharf Staff and trainmen, as well as for miscellaneous railway stores. Part of the upper floor of this building has been fitted out as an emergency or First Aid Hospital and the attending doctors are at the disposal of Harbour employees in cases of accidents.

Store Rooms in Cold Storage Warehouse

An additional room, No. 36, was constructed and fitted out for refrigeration on the west half of the third floor, and one, No. 26, on the second floor. Each room provides 50,000 sq. ft. of extra space.

Contracts were also awarded for the erection of two other rooms on the third floor, Nos. 34 and 35. It is expected that these two last additions will be completed early in 1926.

As a result of the increased refrigerated space in the Warehouse, the Commissioners decided to install two new Brine Coolers in the Power House. An order was placed for two-150-ton Linde Shell Type Coolers, which will be delivered and installed early next season.

Electric Freight Hoists

The electrification of the railway tracks on Alexandra, King Edward and Jacques Cartier Piers necessitated the removal of the team bridges connecting the hoists on the centres of the piers to the different sheds, and consequently the location of the hoists had to be altered.

In anticipation of the future electrification of the tracks the hoists erected during the last few years were placed between sheds, such being the case for the two hoists on Victoria Pier and that of Sheds Nos. 24 and 25.

The four hoists on Alexandra, King Edward and Jacques Cartier Piers, erected prior to any consideration of a scheme of railway electrification, were dismantled and re-erected in a position similar to that of the more recently equipped hoists.

Hoist No. 3 was located inside and between Sheds Nos. 3 and 5; Hoist No. 5 in a similar manner, between Sheds Nos. 4 and 6; Hoist No. 2 between Sheds Nos. 7 and 9; Hoist No. 4 between Sheds Nos. 13 and 15.

On King Edward Pier the four sheds were served by a single hoist. The new arrangement made the purchase of a new hoist imperative. This new equipment, known as Hoist No. 9, was located between Sheds Nos. 8 and 10.

SUBWAYS

Delorimier Avenue Subway

The old Jail Ramp or Delorimier Avenue Subway, constructed in the early 80's, was closed to traffic during the season. The complete change of the portion of the Harbour in the vicinity of this subway, together with the construction of the north main pier, for the new Montreal-South Shore Bridge, rendered this ramp practically useless. For these reasons, and after consultation with the authorities of the City of Montreal, it was decided to permanently close this ramp, and that portion of the subway over the railway embankment was filled up this year.

PAVING

Ogilvie Lane

Ogilvie Lane, which runs between Mill Street and Windmill Point Wharf, Section 5, was paved early this spring. Some 800 sq. yds. of granite block paving were laid over a reinforced concrete base.

Berri Street Crossing

That portion of the roadway across the railroad tracks, between Berri Street Ramp and the High Level roadway leading to the Cold Storage Warehouse, was completely renewed this year. The old concrete slab roadway was taken up and Amiesite pavement laid in lieu thereof. In addition to this, the usual paving maintenance along the wharf front amounted to some 3,000 sq. yds.

SEWERS

Fullum Street Sewer

The extension of Fullum Street Sewer was carried out under agreement by the Commissioners for the City authorities.

This 4 ft. by 6 ft. egg-shaped brick sewer was built from Notre Dame Street to the Canadian Pacific property line. It emptied at this point into a 4 ft. by 4 ft. wooden box constructed under the Canadian Pacific Railway and Harbour Commissioners' railroad tracks and extending to the face of the old wooden bulkhead wharf, where it used to discharge into the river.

The work consisted of rebuilding the wooden portion of the sewer and the construction of the extension from the old wharf to and through the new concrete High Level Shore Wharf, a distance, in all, of some 385 lin. ft. The laying of the pipe necessitated carrying the Canadian Pacific and Harbour Commissioners' railroad tracks on temporary trestles.

The steel pipes were fabricated at the Commissioners' Machine Shop and lowered into position and connected up by the usual construction force.

RAILWAYS

The mileage of the Harbour Commissioners' Railways was increased during the season by .31 mile. This is represented by an additional spur built on the berth allotted to the Canadian Import Co. of 1,100 lin. ft.; also one of 530 lin. ft. for the use of the Dominion Coal. Co. In addition to this, 2,200 lin. ft. of temporary tracks were laid during the year.

The maintenance of the railways was carried on throughout the season by the various section gangs. The renewal of ties this season amounted to some 13,000 ties.

DREDGING AND FILLING

The dredging operations for the season of 1925 were as follows:—

Windmill Point Basin

The demolishing and removal of about 750 ft. of old wharf; the dredging and preparation of eight crib seats of a total length of 900 ft.; and the filling and back-filling of the cribs for the entire length.

All the above works were carried out in connection with the reconstruction of the wharf.

The Basin, from the notch westward to the end of the wharf on the north side and from the centre of the channel, was at the same time deepened to 30 ft. at low water, with the exception of a small portion close to the face of the wharf at the west end.

Bickerdike Basin

The work of dredging the basin between Bickerdike and Guard Piers was continued with good results. Every effort was made to bring this basin to an even 30 ft. depth.

A special area was dredged down to 20 ft. near the Guard Pier, so as to provide temporary berthing accommodation for lake vessels awaiting their turn for unloading their grain cargoes.

Guard Pier

Two large breaches which had been caused by the spring ice shoves, were repaired in the Guard Pier during the season. Considerable work was also done at the Pier in clearing away a number of old scows, barges, floats, dredges and hulks of various descriptions, which had become somewhat of a menace and caused considerable annoyance to tug traffic about the pier.

Sundry other dredging was executed along the pier.

Section 31

A considerable amount of back-filling was done at Section 31 and a large area of ground reclaimed up to Elevation 106. Some work was also done for the purpose of widening the railway embankment over a length of approximately 700 ft.

Section 38

The necessary dredging work for the preparation of the crib seats was carried out at Section 38 and the filling and back-filling of the cribs, totalling 980 lin. ft., progressed with the construction of the wharf.

Sufficient reclaiming work was carried out to provide a new ferry landing.

Sutherland Pier (Maintenance)

The upstream side and outer end of Sutherland Pier crib-work was filled with rock, it having been emptied by the action of the ice.

Section 71

Some fill was placed behind a pilework revetment at Vulcan Wharf to permit of easing the railway curve from the east end of the wharf.

Section 109

The badly scoured bank of the Montreal East Wharf was reinforced by means of dredged rock material during the season.

DRILLING AND BLASTING

Drilling and Blasting operations were confined to the deepening of the Windmill Point and the Bickerdike Basins and some small items among old hulks and derelicts at the Guard Pier.

The Drilling and Blasting Boat has consistently performed good work and a summary of its activities is given below :—

	Windmill Point Basin	Bickerdike Basin	Totals
Days.....	80	91	171
No. of Holes.....	3,345	931	4,276
Drilling, lin. ft.....	20,174	14,458	34,632
Dynamite, pounds.....	12,231	10,763	22,994
Area covered, sq. yds.....	9,443	3,723	13,166
Rock Loosened, cu. yds. . .	19,233	19,277	38,510
Caps.....	3,427	2,736	6,163

TESTING AND SWEEPING

All the basins in the central portion of the Harbour were tested, as well as the south side of the Windmill Point Basin and the main channel from Windmill Point to the downstream end of Victoria Pier.

The main channel was found to be in a fair condition but all the basins in need of cleaning up, which will be carried out, it is expected, during the course of next season.

MAINTENANCE DREDGING

A small amount of dredging was found to be necessary at Section 7, Windmill Point, due to the fill running out through the bottom of the old dilapidated wharf.

A considerable area was dredged over in the basin between Tarte and Sutherland Piers and a small amount on the edge of the shoal at the outer end of Sutherland Pier.

The following are the quantities of dredging and filling for the season :—

Dredging	Cu. Yds.	Cu. Yds
Rock :—	(scow)	(scow)
Bickerdike Basin.....	226,150	
Windmill Point Basin, crib seats. . .	12,990	
do do deepening. .	9,200	
	—————	248,340

Other Material:—

Bickerdike Basin	1,800	
do do entrance	2,990	
Windmill Point Basin, Maintenance	300	
do do crib seats	48,383	
do do deepening	14,675	
Guard Pier	3,150	
Section 39-40, crib seats	8,050	
Section 45-46, maintenance	6,200	
Montreal Dry Dock, Lachine Canal.	2,320	
	<hr/>	87,868
Total Dredging		<hr/> 336,208

Filling :

Rock: (By Derrick):—

Bickerdike Basin	1,928	
Section 31	56,591	
Windmill Point	49,236	
Guard Pier	2,705	
Section 38	51,209	
Sutherland Pier, maintenance	500	
Section 71	350	
Montreal East Wharf	770	
	<hr/>	163,289

Other Material (By Derrick):—

Bickerdike Basin	1,372	
Section 31	58,475	
Windmill Point	49,382	
Guard Pier	5,155	
Section 38	36,255	
	<hr/>	150,639

Other Material (By Dump Scow):—

Section 31	5,570	
Section 38	16,710	
	<hr/>	22,280

Total Dredged Material to Fill	<hr/> 336,208
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Sundry Items of Filling**Material Clammed (By Derrick):—**

Section 31.....	38,000	
Windmill Point.....	7,860	
Guard Pier.....	300	
Section 38.....	12,300	
	<hr/>	58,460

Ballast (By Derrick):—

Section 31.....	2,900	
Windmill Point.....	150	
Guard Pier.....	400	
Section 38.....	2,100	
	<hr/>	5,350

Wharf Refuse (By Derrick):—

To spoil.....	1,370	
	<hr/>	
Total Sundry Items of Filling by Der- rick.....	65,180	
	<hr/>	

Earth, Cinders, etc., from City Contractors (by Team)

Cu. Yds.
(Estimated)

Alexandra Pier.....	10,000	
King Edward Pier.....	12,000	
Jacques Cartier Pier.....	5,000	
End Shed No. 27.....	4,000	
Sections 29 to 31.....	102,000	
	<hr/>	
Total Filling by Teams.....		133,000

ELECTRICAL BRANCH

Power and Operation

The Harbour Commissioners purchased, under contract, electric power from the Montreal Light, Heat & Power Co., for their requirements, as follows:—

	1924	1925
	H.P. Hours	H.P. Hours
Cold Storage Warehouse.....	3,721,535	3,693,925
Elevator No. 1.....	2,459,233	2,340,460
Elevator No. 2.....	2,726,479	2,613,276
Elevator No. 3.....	658,196	1,633,751
Elevator No. 3—Construction.....	46,846	12,948
Elevator “B” and Conveyors.....	3,168,436	2,285,001
Elevator “B” Extension—Construction.....	5,698	.....
Conveyors.....	1,381,696	1,298,524
Freight Hoists.....	125,236	113,030
Harbour Lighting.....	843,956	890,037
Harbour Yard.....	76,548	1,201,509
Sheds Nos. 2 to 15.....	277,689	306,131
Sheds Nos. 16 to 19.....	50,419	65,583
Sheds Nos. 24 to 27.....	21,232	41,200
Sheds Nos. 44 to 47.....	3,273	8,337
Railway Electrification.....	2,444,490	3,660,320
Head Office—Power and Lighting...	36,935	32,703
British Empire Lumber Corp. Ltd...	189,776	26,154
Sawmill.....	.....	2,735
Miscellaneous.....	64,284	150,212

Lighting of High and Low Level Wharves

All the lighting of High and Low Level Wharves for the season of 1925 was carried on by the Harbour Commissioners' Electrical Department, the power being supplied through the several sub-stations.

The number of lamps in service varied from time to time during the season, reaching a maximum of 299 units for the series circuits and 28 for the multiple circuit.

Series Circuit	No. 1	59 lamps—	Windmill Point and Bick-
			erdike Pier.
do	No. 2	39 do	McGill St. to Elevator
			No. 1.
do	No. 3	49 do	Elevator No. 1 to Sec-
			tion No. 19.
do	No. 4	37 do	Section No. 19 to Section
			No. 22.
do	No. 5	45 do	Section No. 22 to Section
			No. 40.
do	No. 6	59 do	Section No. 40 to Suther-
			land Pier.
		—	
Total.....		288 lamps.	
Multiple Circuit.		28 do	Victoria Pier, Victor and
		—	Berri St. Subways.
Grand Total..		316 lamps.	

Overhead Work

With the erection of overhead trolleys on all the piers, except Tarte Pier, and on the Low Level wharves, the line work on the original layout was completed in 1925.

Electric Locomotives

The four 100-ton electric locomotives were in commission during the season and were successfully operated.

On the 23rd February, a series of tests was carried out on the four units of the equipment, with a view to checking up on the general operation, hauling power and the tests listed from the contract specifications.

The specified rating of these locomotives was 100 tons; the actual test showed 109 tons.

The specified tractive effort on the one hour rating was 60,000 lbs.; the actual test showed 68,000 lbs.

On the 14th April, a load, represented by 28 cars of a total tonnage of 2,660, was applied to each locomotive and the

acceleration from standing point obtained after 4 minutes was $9\frac{1}{2}$ miles per hour and the maximum speed attained before having to shut off was 13 miles per hour.

With 46 cars, or a tonnage of 4,370, the increase in speed in 5 minutes was $7\frac{1}{2}$ miles per hour and a maximum speed of $12\frac{1}{2}$ miles per hour attained.

On the same day each locomotive hauled a train of 3,500 tons, approximately, starting on a grade of .27 degrees, with crossover within a few yards of the starting point. This involved a tractive effort 50% in excess of that called for in the specifications.

Since these trial tests, the locomotives have handled trains of approximately 5,000 tons.

In all cases the temperature tests of the various parts of the apparatus were within the limits specified in the contract.

New Motor Generator Sets

With the operation of four locomotives and the varying loads and heavy requirements at certain periods of the 24 hours, increased demands for power were made and in order to meet these demands two additional 1,000 k.w. motor generator sets were installed at the Power House, each equipped with a 1,500 H.P. Synchronous motor. The two sets will operate in parallel with the existing set.

These machines were installed during July and August, 1925, and tests were carried out which gave very satisfactory results, the loads tests being $2\frac{1}{2}$ times normal load for a period of 5 minutes. All the tests made showed the machines well above the specifications.

Transmission and Service Lines

Transmission lines, service lines and general additions to the plant have been made to cope with the demand for power and lighting throughout the season, the whole showing a considerable increase over the season of 1924. Additional outside wharf lights were installed during the season near Elevator No. 3, as well as some extra ones at other locations, as conditions required.

A Comparative Statement of Freight Hoists

Hoist	Year	Total Teams Carried	No. of Days Op'ted	K.W. Hrs.	H.P. Hrs.	Started	Stopped
No. 1.	1923	5,648	197	12,350	16,556	Apl. 25	Dec. 8
	1924	5,594	203	9,450	15,749	Apl. 15	Dec. 10
	1925	9,624	205	20,185	27,058	Apl. 22	Dec. 19
No. 2.	1923	18,265	196	41,550	55,877	Apl. 26	Dec. 11
	1924	17,085	202	49,250	66,017	Apl. 22	Dec. 13
	1925	9,913	197	25,500	34,182	Apl. 22	Dec. 9
No. 3.	1923	14,155	193	8,930	11,972	Apl. 27	Dec. 8
	1924	12,428	195	9,185	12,312	Apl. 22	Dec. 6
	1925	11,265	190	9,500	12,735	Apl. 22	Dec. 12
No. 4.	1923	5,857	189	4,545	6,094	Apl. 27	Dec. 5
	1924	5,065	195	6,365	8,532	Apl. 22	Dec. 5
	1925	2,558	199	1,575	2,111	Apl. 22	Dec. 12
No. 5.	1923	4,219	186	2,700	3,613	Apl. 26	Dec. 1
	1924	6,133	192	3,325	4,457	Apl. 24	Dec. 4
	1925	7,198	195	5,245	7,031	Apl. 22	Dec. 8
No. 6.	1923	6,582	196	4,450	5,965	Apl. 24	Dec. 8
	1924	3,718	194	1,900	2,546	Apl. 22	Dec. 6
	1925	5,819	199	3,135	4,202	Apl. 22	Dec. 12
No. 7.	1923	7,573	189	3,900	5,293	Apl. 27	Dec. 6
	1924	8,139	195	4,475	5,998	Apl. 22	Dec. 6
	1925	10,374	193	4,875	6,536	Apl. 22	Dec. 5
No. 8.	1923	9,092	192	6,500	8,714	Apl. 28	Dec. 9
	1924	6,914	201	6,500	8,714	Apl. 22	Dec. 13
	1925	12,644	201	8,695	11,655	Apl. 20	Dec. 12
No. 9.	1923	} Nil. Newly installed.					
	1924						
	1925	9,613	195	5,610	7,520	Apl. 24	Dec. 10
		1923	71,391	1,538	84,925	114,084	} Grand Totals.
		1924	65,076	1,577	90,450	124,325	
		1925	79,008	1,774	84,320	113,030	

MAINTENANCE

Wharves

The usual Maintenance Force was at work throughout the season, and in addition to the ordinary patching, carried out the following important repairs:—

Made new foundations for 9 mooring posts at Sections 5, 6 and 7; for 6 mooring posts at Sheds 3 and 5; for 3 posts at Shed 6; for 7 mooring posts at Sheds 7 and 9; for 3 mooring posts at Shed 10; altered position of 9 mooring posts from the face of the crib to the back cribwork to accommodate lake vessels, Laurier Pier; 2 new mooring posts on Vulcan Wharf; for 2 posts at Shed 12; for 2 at Shed 14; for 2 at Shed 15; for 4 at Section 41; and placed 3 moorings at Section 40.

Wharf planking was replaced as follows:—

1,000 ft. B.M. of 3" planking at entrance to Lachine Canal.

4,000 ft. B.M. of 3" planking at Sheds 3, 5 and 6, Alexandra Pier.

3,000 ft. B.M. of 3" planking at Shed 3.

4,000 ft. B.M. of 3" planking at Shed 10, Alexandra Pier.

2,000 ft. B.M. 4" planking, at Laurier Pier.

2,000 ft. B.M. of 3" planking, west side of Sutherland Pier.

600 ft. B.M. of 3" planking at Sheds 12 and 14.

800 ft. B.M. of 3" planking at Shed 15.

Made a retaining wall of 12" x 12" sheet piling at Section 71 for the Weaver Coal Co.

Drove 18 piles for a barge landing at Section 71 for Bate, McMahon Co.

Drove 12 piles to support old crib during construction at Section 9.

Drove 16 piles to close joint of crib at Section 27 (old steps).

Drove 60 piles for mooring the Harbour fleet at the Guard Pier.

Drove six 50-ft. piles as fenders at Longueuil Ferry (old berth) and rebuilt passenger slipway of the old berth.

Drove thirty 35-ft. piles and bound them in pairs with 4" x 12" planks 16 ft. long to carry a 5' 6" sewer pipe (Fullum Street Sewer Outlet).

Made examination and closed a large hole in cribwork at Section 25. Also made examinations by divers of Alexandra, King Edward, Jacques Cartier and Victoria Piers, Sections 25, 27, 9, 11, 19, 30 and 38 and Tarte Pier.

Grain Elevators

The operation of the plant was highly successful throughout the season and the machinery was kept in efficient working order.

A Fire Inspector has been added to the staff, whose sole duties consist of patrolling the elevators and conveyor galleries and reporting anything which, in his opinion, might constitute a fire hazard.

Guard Pier Shops and Shipyard

In connection with the Marine and Floating Plant equipment, the following are the principal items of work carried out during the year:—

Derrick No. 1 wintered on shipways; hull rebuilt; new boiler, lighting set, feed water heater and other auxiliaries installed, bringing it to the same condition as the other derricks.

Derrick No. 8 wintered on shipways; hull repaired.

New floats built for Derricks Nos. 1 and 5. Two new derrick clam shells built.

Upper part of hulls of Derricks Nos. 3, 4 and 5 caulked.

Dredge No. 5. Bunkers renewed and engine repairs.

Dredge No. 6. Repairs to deck and deckhouse. Two new dredge dipper arms built. Two new dredge buckets built.

Tug Passepartout. Hull repaired and engine changed.

Tug Aberdeen. Hull repaired, new deckhouse, new boiler installed.

Tug Robert Mackay. New boiler installed and general repairs.

Tug St. Peter. New boiler installed, hull caulked and general repairs.

Tug John Young. Put into Vickers Dry Dock and new rudder fitted.

Tug David Seath. Hauled up on shipways, hull patched and caulked.

The following scows were rebuilt: Nos. 2, 23, 42 and 50, and dump scow No. 37, and minor repairs were made to other scows.

Two new scows, Nos. 61 and 62, were built.

The 75-ton Floating Crane was put into Vickers Dry Dock for hull repairs and was scraped, painted and fitted with new deckhouse for engine.

The Floating Sawmill derrick was repaired.

The Floating Concrete Mixer partly rebuilt and put in working condition.

Floating Grain Elevators Nos. 17 and 18 repaired and kept in working order, ready for service if required.

Floating Pile Driver hull rebuilt.

Barge Ethel bulwarks repaired.

Shipways partly rebuilt.

Pattern storage shed extended.

The whole of the Floating Plant was kept in efficient working condition and the following items were hauled up on shipways at the end of the year: Tug David Seath; Scows Nos. 22, 48 and 49; Derrick No. 6 and Dump Scow No. 36.

Machine Shops, Notre Dame Street East

The total number of orders executed in these shops and their allocation is as follows:—

For Elevator No. 1.....	89
“ Elevator No. 2.....	68
“ Elevator No. 3.....	65
“ Elevator “B”.....	83
“ Conveyor System.....	19
“ Electrical Department.....	343
“ Traffic Department.....	266
“ Railway Maintenance and Locomotive Crances	123
“ Guard Pier Shops.....	49
“ Cold Storage Plant.....	37
“ General: Sheds, Wharf Work, Hoists, etc.....	135

1,277

In addition to the above a steel gallery was erected in Shed for pattern storage, providing 3,000 sq. ft. of space and 1,800 sq. ft. of space for the storage of motors and electrical equipment.

A pit in the shed has been completed for the repair of locomotive cranes.

Two remodelled Grain Cleaners were fabricated and delivered to Elevator "B."

A quantity of wharf tie rods and bolts were made up and delivered for wharf construction purposes.

340 ft. of 5-ft. dia. steel sewer pipe, plate $\frac{1}{2}$ " thick in 8-ft. lengths was fabricated for the City of Montreal (Fullum Street Sewer).

An additional Air Compressor was ordered to supplement the supply of air now taken from the old compressor.

Good service has been rendered to the various works by these shops and the machinery was maintained in good repair.

Cold Storage Power House

During the year this plant has been well maintained and no interruptions of service are recorded, excepting those due to power failure. The power interruptions, although numbering eleven, were of such short duration as to be of no inconvenience.

Transit Sheds and Elevators

The following are the most important items of work done by the Shed Maintenance force during the season:—

The interior, lower floor of Shed No. 7 and exterior of Sheds Nos. 7, 8, 9, 10, 12, 13, 14 and 15 received two coats of grey paint.

The exterior of Conveyor Galleries over Sheds Nos. 2, 3, 4, 5, 6, 7, 8, 9, 10, 12, 13, 14 and 15 received two coats of grey paint.

Nineteen chute openings, in Sheds Nos. 2, 4, 6, 8, 10, 11, 13, 14 and 15, were concreted, the thickness of slabs being about 8 inches.

About 2,500 lin. ft. of flashing was repaired or renewed on Sheds Nos. 2, 3, 4, 5 and 6.

The roof of conveyor gallery between old Elevator "B" and new extension was renewed, using corrugated galvanized iron sheeting.

The openings between bins in new extension of Elevator "B" were closed, using corrugated galvanized iron sheeting.

A new roof was put on Bagging Shed at Elevator "B," using corrugated galvanized iron sheeting.

The roof on side gallery, Elevator No. 2, for about 100 lin. ft. was renovated with liquid roofing cement.

The same material was used on roof of conveyor gallery over Shed No. 6 for about 500 lin. ft.

Roofs and flashings, Hoists Nos. 3, 6, 9, 10 and 15, renewed with corrugated and plain galvanized iron sheeting.

The glazing and painting of new sheds on Alexandra and Jacques Cartier Piers.

Cleaning, whitewashing and painting basement, etc., of Head Office building.

The roofs of Sheds Nos. 4 and 6 were renewed, liquid roofing cement and crushed asbestos gravel being used.

The columns at the eastern end of Shed No. 25 were shored up and shimmed to their proper elevation.

Some maintenance work was also carried out on the Beaudry Street Power House brickwork.

Plumbing

The laying of sewer and water main extensions, the equipment of lavatory rooms, the repair and renewal of the plumbing system along the waterfront, including all buildings, transit sheds, grain elevators, etc., owned by the Commissioners, were carried out by the usual plumbing force.

General

The general cleaning, watering and upkeep of the High and Low Level roadways was kept up during the season.

Shed sweepings and dunnage from all sheds were carted away.

All drains, gullies, etc., were kept clear and flushed with the fire hose as required.

All water connections throughout the Harbour were kept in good order.

All water meters were read at the end of each month and checked up with the City's readings.

All public latrines between Sections 4 and 45 were connected up by the 15th May and disconnected by the 25th November. These were all flushed out twice daily and kept clean and in good order.

Water service in the sheds was connected up and water turned on by 15th May, and disconnected by 10th December, except Sheds 2, 8 and 18, which remain on for the winter.

Water was given to 803 vessels during the season of 1925, an increase over last season of 72 vessels, the amount of water given being 3,379,900 c. ft.

Life Saving Equipment

Every precaution was taken to facilitate the saving of life and the prevention of accident by the erection of railings and the distribution of ropes, gaffs and life preservers at 120 different points along the water-front. During the season the lives of nine persons were saved, but it is regrettable to report that these efforts were again much hampered through the frequent theft of parts of the equipment.

Fire Prevention, etc.

In addition to the 39 five-nozzle and 9 flush fire hydrants between Sections 4 and 45, a 500-ft. hose reel with all appurtenances is stationed on each of the piers in the central harbour, while 33 twenty-gallon fire extinguishers are installed in the Transit Sheds and Elevators. These are inspected daily, are in constant readiness, and their speedy use has on many occasions prevented serious damage.

The City Fire Department was called to the Harbour a number of times during the season, but very little damage was done to harbour property.

The quick-acting gates in the Flood Wall are kept in good working order at all times.

The usual force of watchmen, etc., was employed to protect the property of the Commissioners, to guard the public from accident and to regulate the Harbour dumping grounds.

The following table shows the maximum and average number of workmen employed by the Harbour Commissioners during the season of 1925:—

	Maximum	Average
Maintenance of Harbour.....	305	197
Maintenance of Steel Sheds.....	32	11
Harbour Yard:		
Carpenters, Blacksmiths, etc.....	141	116
Sawmill and Timber Boom.....	11	11
Round House:		
Machinists, etc.....	27	25
Machine Shop, Guard Pier.....	161	104
Shipyards.....	183	108
Dredging Fleet:		
Dredges, Tugs, etc., Crews.....	161	157
Elevator No. 1: Operation.....	37	35
do Shovellers.....	66	51
do Installing ventilation system.....	70	31
Elevator No. 2: Operation.....	41	40
do Shovellers.....	77	62
do Baggers.....	38	17
do Installation of ventilat- ing system.....	125	27
Elevator No. 3: Operation.....	75	50
do Shovellers.....	60	45
do Completion of Construc- tion.....	85	66
Elevator "B": Operation.....	56	44
do Shovellers.....	75	51
do Installing ventilation system.....	45	39
Conveyor Galleries:		
Elevators Nos. 1 and 2.....	64	61
Elevator No. 3.....	20	16
Elevator "B".....	13	11
Electrical Department.....	111	103
Traffic Department.....	131	107
Cold Storage Warehouse:		
Operation and Maintenance.....	59	53
Power House.....	10	8
Construction:		
Wharves, Tracks, etc.....	399	115
Elevator "B" Conveyors.....	30	13
Police.....	64	61

NOTE.—The above figures do not include the men employed by the different contractors on Harbour construction work.

1925

PORT OF MONTREAL

Statement showing the Nationalities and Tonnage of Sea-going
Vessels that arrived in Port during the season of 1925,
which were navigated by 77,454 seamen.

Nationality	Number of Vessels	Tonnage
British.....	893	4,154,771
Norwegian.....	124	263,583
Italian.....	60	203,038
Dutch.....	49	139,995
Danish.....	43	73,549
United States.....	25	104,390
French.....	13	29,015
Greek.....	10	33,401
Spanish.....	10	32,954
Swedish.....	10	14,329
German.....	7	14,886
Danzig.....	5	25,559
Latvian.....	3	4,445
Belgian.....	1	3,181
Finnish.....	1	2,924
Japanese.....	1	4,293
Total.....	1,255	5,104,313

Of the above, 1,228 were built of iron or steel, with a net registered tonnage of 5,101,158, and 27 were built of wood with a net registered tonnage of 3,155.

1925

PORT OF MONTREAL

Statement showing the classification of Ocean Going Vessels that arrived in Port during the past ten years.

Year	Steamships		Ships and Brigs		Schooners		Grand Total	
	No.	Tonnage	No.	Tonnage	No.	Tonnage	Vessels	Tonnage
1916.....	698	2,134,456	..	....	..	....	569	1,965,161
1917.....	647	2,010,767	..	....	..	....	579	1,984,233
1918.....	674	1,933,232	..	....	..	....	644	1,910,621
1919.....	786	2,179,280	..	....	..	....	702	2,041,638
1920.....	663	2,031,729	1	1,658	..	....	638	2,020,519
1921.....	964	2,891,956	..	....	..	....	807	2,598,494
1922.....	1,194	3,932,637	..	....	1	1,356	969	3,454,059
1923.....	1,117	3,728,740	..	....	..	....	892	3,221,781
1924.....	1,222	4,096,216	..	....	1	116	1,223	4,096,332
1925.....	1,255	5,104,313	..	....	..	....	1,255	5,104,313

PORT OF MONTREAL

Statement showing classification of Vessels that arrived in Port, for the past ten years, from the Lower St. Lawrence and Maritime Provinces and Newfoundland

Year	Steamships		Schooners		Grand Total.	
	No.	Tonnage	No.	Tonnage	No.	Tonnage
1916.....	97	165,473	32	3,822	129	169,295
1917.....	34	23,635	34	2,899	68	26,534
1918.....	18	20,589	12	2,272	30	22,861
1919.....	62	134,971	22	2,671	84	147,642
1920.....	19	10,724	6	486	25	11,210
1921.....	151	292,870	6	592	157	293,462
1922.....	223	479,333	2	245	225	479,578
1923.....	187	461,645	3	294	190	461,939
1924.....	231	498,903	4	282	235	499,185
1925.....	215	359,520	..	..	215	359,520

1925

PORT OF MONTREAL

Combined Statement showing the number and tonnage of all vessels that arrived in Port during the past ten years.

Year	TRANS-ATLANTIC		MARITIME PROVINCES		INLAND		GRAND TOTAL	
	Vessels	Tonnage	Vessels	Tonnage	Vessels	Tonnage	Vessels	Tonnage
1916.....	569	1,965,161	129	169,295	7,297	3,558,872	7,995	5,693,328
1917.....	579	1,984,233	68	26,534	6,274	3,206,542	6,921	5,217,309
1918.....	644	1,910,621	30	22,611	6,102	3,313,908	6,776	5,247,390
1919.....	702	2,041,638	84	137,642	7,499	4,357,734	8,280	6,537,014
1920.....	638	2,020,519	25	11,210	4,403	4,287,714	5,066	6,319,443
1921.....	807	2,598,494	157	293,462	4,577	6,843,494	5,541	9,735,450
1922.....	969	3,453,059	225	479,578	5,789	9,157,062	6,983	13,089,699
1923.....	892	3,221,781	190	461,939	5,609	8,195,308	6,691	11,879,028
1924.....	988	3,597,147	235	499,185	5,791	11,215,764	7,014	15,312,096
1925.....	1,040	4,744,793	215	359,520	5,957	9,678,163	7,212	14,782,476

PORT OF MONTREAL

Statement showing the dates of the Opening and Closing of Navigation, the First Arrival and the Last Departure for Sea; also the greatest Number of Vessels in the Port at one time, during the past ten years.

Year	Opening of Navigation	Closing of Navigation	First Arrival from Sea	Last Departure for Sea	Greatest number of Vessels in Port at one time		
					Seagoing		Inland
					No.	Date	No. Date
1916.....	April 22nd	Dec. 18th	May 1st	Dec. 6th	41	Sept. 12th	62 July 25th
1917.....	" 19th	" 7th	" 1st	" 7th	37	Nov. 12th	52 Sept. 11th
1918.....	" 21st	" 17th	" 7th	" 14th	46	" 7th	50 Oct. 10th
1919.....	" 14th	" 12th	April 22nd	" 10th	35	June 12th	54 Aug. 24th
1920.....	" 18th	" 11th	" 25th	" 11th	43	Aug. 18th	43 Sept. 14th
1921.....	March 29th	" 14th	" 21st	" 8th	78	Sept. 7th	43 July 16th
1922.....	April 13th	" 6th	" 24th	" 2nd	91	Oct. 24th	55 Aug. 21st
1923.....	" 29th	" 18th	May 3rd	" 1st	63	May 23rd	52 " 4th
1924.....	" 18th	" 12th	April 24th	" 3rd	80	Nov. 4th	43 June 17th
1925.....	" 10th	" 10th	" 16th	" 8th	62	Aug. 19th	46 Oct. 6th

LIST OF HARBOUR COMMISSIONERS FLOATING PLANT

1925

Description of Vessel	Hull.			When built	Engines				Capacity of Bucket	Depth to which Dredge can work	Remarks	
	Length	Breadth	Depth		Kind of Engine	No. of cylinders	Dia. of cylinders	Length of stroke				Pressure of steam
Dredges												
Boom Spoon Dredge J. Kennedy	104	0 38	0 8	1892	Horizontal non-condensing	{ 2 2 2 }	{ 16 16 16 }	{ 18 18 18 }	128	7	Steel Hull, Rbld. 1923-24	
" " " No. 5	104	0 36	0 10	1910					140	7	Steel Hull.	
" " " No. 6	104	0 39	0 10	1912					140	7	Steel Hull.	
Derricks												
Clam shell Derrick No. 1	76	0 27	6 8	1899	Horizontal high pressure	{ 2 2 2 2 2 }	{ 12 12 12 12 12 }	{ 14 14 14 14 14 }	110		Wooden hull.	
" " " No. 3	76	0 27	6 8	1900					110		Wooden hull.	
" " " No. 4	75	0 26	10 7	1892					110		Wooden hull. Rebuilt 1923	
" " " No. 5	75	0 26	10 7	1892					110		Wooden hull.	
" " " No. 6	75	0 26	10 7	1892					110		Wooden hull.	
" " " No. 8	88	0 31	0 9	1915	.....	{ 2 2 }	{ 12 12 }	{ 14 14 }	140		Wooden hull.
Drilling & Blasting Boat	80	0 27	0 5	1895					100		Three 5 in. steam drills. Rebuilt 1923	
Steam Yacht "Bethalma"	110	4 16	5 10	{ Purch. 1923 }	Triple Expansion condensing	{ 1 1 1 }	{ 9 14½ 25 }	18	200		Steel hull. Rebuilt 1921	
Tug Boats												
Tug "St. Peter" (Fire Tug)	74	8 16	1 8	1875	Vertical non-condensing	1	20	22	125		Wooden hull, Rbld. 1903	
"Aberdeen"	79	3 18	3 9	1895	Vertical condensing	1	16	24	120		Steel hull.	
"Robert Mackay"	80	9 17	6 10	1899		1	16	24	125		Steel hull.	

"Sir Hugh Allan".....	130	0	26	6	15	0	1911	Vertical triple expansion condensing	1	16	24	180	Steel hull, twin screws.
"Hon. John Young".....	91	8	22	0	9	0	1911	Vertical compound condensing	1	25	18	140	Steel hull, twin screws.
"Passe-Partout".....	49	1	11	3	5	7	1912	Vertical high pressure	1	40	10	125	Wooden hull.
"David Seath".....	75	0	19	0	10	2	1915	Vertical condensing	1	12	22	150	Wooden hull.
Testing boat.....	{73	3	14	over all	over all		1897			13			Two wooden scows braced 16 ft. apart; overhauled 1924
	{73	3	14	0	3	1				26			
Scows.													
2 Flat deck scows Nos. 2 & 4.....	75	0	20	2	6	0	1876	Capacity. 67½ yds.					No. 2, Rebuilt 1925
1 " " No. 10.....	90	0	20	0	5	5	1891	80 "					
2 " " Nos. 21 & 22.....	85	0	25	0	7	5	1891	150 "					
1 " " No. 23.....	85	0	25	0	6	9	1891	150 "					No. 23, Rebuilt 1925
4 " " Nos. 26-29.....	85	0	25	0	6	9	1892	150 "					
5 " " Nos. 31-35.....	85	0	25	0	6	9	1893	150 "					
2 " " Nos. 39 & 40.....	85	0	25	0	6	9	1903	150 "					
2 " " Nos. 41 & 42.....	87	0	25	0	7	6	1904	150 "					
18 " " Nos. 43-60.....	100	0	30	0	9	0	1911-23	300 "					No. 42, Rebuilt 1925
2 Flat scows, Nos. 61-2.....	100	0	30	0	9	0	1925	300 "					No. 50 " 1925
2 Dump scows, Nos. 36 & 37.....	106	0	26	10	9	6	1899	200 "					
1 " " No. 38.....	106	0	26	10	9	6	1900	200 "					Rebuilt 1924
2 " " (Gilbert's).....	60	0	20	0	6	0	....	100 "					
1 large coal scow.....	138	0	32	0	8	5	....	400 tons					
1 floating concrete machine.....	100	0	34	0	8	6	1915						
							Rebt.						
1 floating pile driver.....	50	9	24	2	5	8	1896	Operating hor.	1	15	34	100	Capacity each about 7,000 bus. per hour
2 floating elevators, Nos. 17 & 18.....	90	0	28	0	5	6	1904	Propelling "	1	15	18	100	

AVERAGE DEPTH FOR EACH MONTH IN THE 30-FOOT CHANNEL AT SOREL
(30 Feet at Extreme Low Water of 1897)

Year	May	June	July	August	September	October	November	High	Low
1911.....	36' 6"	34' 6"	32' 1"	31' 3"	30' 9"	30' 2"	30' 3"	38' 1"	29' 4"
1912.....	37' 9"	37' 6"	33' 6"	32' 8"	32' 6"	32' 6"	34' 9"	40' 11"	31' 3"
1913.....	37' 0"	34' 4"	32' 8"	31' 10"	31' 6"	32' 1"	32' 7"	38' 6"	31' 1"
1914.....	35' 2"	33' 0"	32' 4"	31' 4"	31' 3"	30' 11"	31' 0"	36' 10"	30' 3"
1915.....	34' 7"	32' 6"	31' 6"	31' 4"	31' 1"	30' 11"	30' 8"	37' 4"	30' 1"
1916.....	38' 9"	37' 2"	34' 0"	32' 5"	31' 7"	31' 9"	31' 10"	40' 0"	30' 9"
1917.....	36' 8"	36' 6"	34' 10"	33' 6"	32' 3"	32' 6"	33' 0"	38' 2"	31' 3"
1918.....	35' 1"	33' 0"	32' 10"	30' 11"	31' 4"	32' 6"	33' 10"	36' 11"	30' 3"
1919.....	38' 7"	35' 7"	32' 5"	31' 4"	31' 1"	31' 7"	32' 9"	39' 11"	30' 3"
1920.....	33' 7"	30' 10"	30' 4"	29' 9"	29' 4"	29' 4"	29' 4"	34' 8"	28' 3"
1921.....	34' 7"	31' 9"	30' 10"	31' 7"	29' 10"	30' 2"	30' 5"	37' 6"	30' 1"
1922.....	36' 0"	33' 9"	34' 2"	32' 2"	31' 2"	31' 3"	30' 11"	37' 8"	30' 1"
1923.....	38' 4"	34' 6"	32' 4"	31' 5"	31' 4"	30' 11"	30' 9"	39' 1"	30' 0"
1924.....	38' 7"	34' 5"	32' 5"	31' 10"	31' 11"	32' 3"	31' 3"	40' 0"	30' 1"
1925.....	35' 2"	33' 9"	32' 4"	31' 8"	30' 11"	31' 2"	31' 9"	36' 6"	30' 3"

